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OF THE

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TO THE

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LIST OF SESSIONAL PAPERS

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

CONTENTS OF VOLUME 1.

(This volume is bound in three parts.)

1. Report of the Auditor General for the year ending 31st March, 1918, Volume III, parts V. to Z. Presented by Sir Thomas White, March 10, 1919.
Printed for distribution and sessional papers.
- Report of the Auditor General for the year ended 31st March, 1918, Volume II, Parts L to U. Presented by Sir Thomas White, March 26, 1919.
Printed for distribution and sessional papers.
- Report of the Auditor General for the year ended 31st March, 1918, Volume I, Parts a, b and A. to K. Presented by Sir Thomas White, March 28, 1919.
Printed for distribution and sessional papers.
- Report of the Auditor General for the year ended 31st March, 1918, Volume IV, Part ZZ. Presented by Sir Thomas White, April 22, 1919.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 2.

(This volume is bound in two parts.)

2. The Public Accounts of Canada, for the fiscal year ended 31st March, 1918. Presented by Sir Thomas White, March 3, 1919.*Printed for distribution and sessional papers.*
3. Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1920, and, in accordance with the provisions of "The British North America Act, 1867." Presented by Sir Thomas White, March 18, 1919.
Printed for distribution and sessional papers.
4. Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1919, and, in accordance with the provisions of "The British North America Act, 1867." Presented by Sir Thomas White, May 7, 1919.
Printed for distribution and sessional papers.
- 4a. Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1920. Presented by Sir Thomas White, March 31, 1919.
Printed for distribution and sessional papers.
- 5a. Further Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1920. Presented by Sir Thomas White, July 3, 1919.
Printed for distribution and sessional papers.
- 5b. Further Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1920. Presented by Sir Thomas White, July 5, 1919.
Printed for distribution and sessional papers.
- 5c. Further Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1912.
Printed for distribution and sessional papers.
8. Report of the Superintendent of Insurance for the year 1918—Vols. I and II.
Printed for distribution and sessional papers.
9. Abstract of Statements of Insurance Companies in Canada for the year ended 31st December, 1918. (Subject to corrections.) Presented by Hon. Mr. Maclean, June 23, 1919.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 3.

10. Annual Report of the Department of Trade and Commerce, for the fiscal year ending 31st March, 1919. Presented by Hon. Mr. Burrell, July 4, 1919.
Printed for distribution and sessional papers.
- 10a. Report relating to Mail Subsidies and Steamship Subventions as controlled by the Department of Trade and Commerce, for the fiscal year ending 31st March, 1918, with traffic returns, etc., to 31st December, 1918. Presented by Hon. Mr. Maclean, May 8, 1919.
Printed for distribution and sessional papers.
- 10b. Annual Report of the Trade of Canada (imports for consumption and exports), for the fiscal year ending 31st March, 1918. Presented by Hon. Mr. Maclean, May 28, 1919.
Printed for distribution and sessional papers.
- 10c. Grain Commissioners of Canada, year ending March 31, 1918.
Printed for distribution and sessional papers
- 10d. Criminal Statistics for year ended September, 1918.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 4.

11. Trade Report of the Department of Customs containing the tables and statements of Imports and Exports of the Dominion of Canada for the fiscal year ending 31st March, 1918. Presented by Hon. Mr. Reid, March 18, 1919.
Printed for distribution and sessional papers.
- 11a. Shipping Report of the Department of Customs, containing the statements of Navigation and Shipping of the Dominion of Canada, for the fiscal year ending 31st March, 1918. Presented by Hon. Mr. Reid, March 25, 1919.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 5.

12. Reports, Returns and Statistics of the Inland Revenue of the Dominion of Canada, for the year ending 31st March, 1918—Part I.—Excise. Presented by Hon. Mr. Reid, March 18, 1919.
Printed for distribution and sessional papers
13. Inland Revenue, Annual Report, Part II—Weights and Measures, Gas and Electricity.
Printed for distribution and sessional papers.
14. Inland Revenue, Annual Report, Part III—Adulteration of Food.
Printed for distribution and sessional papers
15. Report of the Minister of Agriculture for the Dominion of Canada, for the year ending 31st March, 1918. Presented by Hon. Mr. Crerar, February 28, 1919.
Printed for distribution and sessional papers.
- 15a. The Agricultural Instruction Act, 1917-18, pursuant to section 8, chapter 5 of 3-4 George V. Presented by Hon. Mr. Crerar, February 28, 1919.
Printed for distribution and sessional papers
- 15b. Report of the Veterinary Director General for the year ending March 31, 1918. Presented by Hon. Mr. Carvell, July 5, 1919.
Printed for distribution and sessional papers
16. Report of the Dominion Experimental Farms for the fiscal year ending 31st March, 1918. Appendix to the Report of the Minister of Agriculture. Presented by Hon. Mr. Crerar, February 28, 1919.
Printed for distribution and sessional papers

CONTENTS OF VOLUME 6.

17. Report of the Census of Industry, 1917. Part I, Agricultural Statistics. Presented by Hon. Mr. Carvell, March 18, 1919.
Printed for distribution and sessional papers
- 17a. Report of the Census of Industry, 1917. Part II—Dairying
Printed for distribution and sessional papers
- 17b. Report of the Census of Industry, 1917. Part III—Fur-bearing Statistics
Printed for distribution and sessional papers

CONTENTS OF VOLUME 6—*Continued.*

- 17c.** Report of the Census of Industry, 1917—Part IV, Section 4, Pulp and Paper. Presented by Hon. Mr. Maclean, April 24, 1919. . . . *Printed for distribution and sessional papers.*
- 17c. (1)** Report of the Census of Industry, 1917, Part IV—Forestry—Lumber, Laths and Shingles. . . . *Printed for distribution and sessional papers.*
- 17c. (3)** Report of the Census of Industry, 1917—Part IV—Forestry—Sash and Doors, Planing Mills, etc. . . . *Printed for distribution and sessional papers.*
- 17c. (4)** Report of the Census of Industry, 1917, Part IV—Forestry—Pulp and Paper. . . . *Printed for distribution and sessional papers.*
- 17c. (5)** Report of the Census of Industry, 1917, Part IV—Forestry—Wood Distillation. . . . *Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 7.

- 18.** Annual Report of the Department of Immigration and Colonization, for the fiscal year ending 31st March, 1918. Presented by Hon. Mr. Calder, February 28, 1919. . . . *Printed for distribution and sessional papers.*
- 19.** Report of the Minister of Public Works on the works under his control, for the fiscal year ending 31st March, 1918. Presented by Hon. Mr. Carvell, February 26, 1919. . . . *Printed for distribution and sessional papers.*
- 20.** Annual Report of the Department of Railways and Canals, for the fiscal year from 1st April, 1917, to 31st March, 1918. Presented by Hon. Mr. Reid, March 26, 1919. . . . *Printed for distribution and sessional papers.*
- 20a.** Canal Statistics for the season of navigation, 1918. Presented by Hon. Mr. Reid, May 30, 1919. . . . *Printed for distribution and sessional papers.*
- 20b.** Railway Statistics of the Dominion of Canada, for the year ending 30th June, 1918. Presented by Hon. Mr. Reid, May 30, 1919. . . . *Printed for distribution and sessional papers.*
- 20c.** Thirteenth Report of the Board of Railway Commissioners for Canada, for the year ending 31st March, 1918. Presented by Hon. Mr. Reid, February 27, 1919. . . . *Printed for distribution and sessional papers.*
- 20d.** Telephone Statistics of the Dominion of Canada, for the year ending 30th June, 1918. Presented by Hon. Mr. Reid, April 24, 1919. . . . *Not printed.*
- 20e.** Express Statistics of the Dominion of Canada, for the years ended June 30, 1917 and 1918. Presented by Hon. Mr. Reid, April 24, 1919. . . . *Not printed.*
- 20f.** Telegraph Statistics of the Dominion of Canada, for the years ending June 30, 1917 and 1918. Presented by Hon. Mr. Reid, April 24, 1919. . . . *Not printed.*

CONTENTS OF VOLUME 8.

- 21.** Fifty-first Annual Report of the Department of Marine and Fisheries, for the year 1917-18—Marine. Presented by Hon. Mr. Maclean, February 26, 1919. . . . *Printed for distribution and sessional papers.*
- 22.** List of Shipping issued by the Department of Marine and Fisheries, as on the 31st December, 1918. Presented by Hon. Mr. Ballantyne, June 16, 1919. . . . *Printed for distribution and sessional papers.*
- 23.** Supplement to the Fifty-first Annual Report of the Department of Marine and Fisheries, for the fiscal year 1917-18 (Marine)—Steamboat Inspection Report. Presented by Hon. Mr. Ballantyne, May 13, 1919. . . . *Printed for distribution and sessional papers.*
- 24.** Report of the Postmaster General, for the year ending 31st March, 1918. Presented by Hon. Mr. Rowell, February 26, 1919. . . . *Printed for distribution and sessional papers.*
- 25.** Annual Report of the Department of the Interior, for the fiscal year ending 31st March, 1918. Presented by Hon. Mr. Meighen, March 4, 1919. . . . *Printed for distribution and sessional papers.*
- 26.** Summary Report of the Geological Survey, Department of Mines, for the calendar year 1918. Presented by Hon. Mr. Maclean, March 28, 1919. . . . *Printed for distribution and sessional papers.*
- 26a.** Summary Report of the Mines Branch of the Department of Mines, for the calendar year, 1918. . . . *Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 9.

27. Report of the Department of Indian Affairs, for the year ending 31st March, 1918. Presented by Hon. Mr. Meighen, March 6, 1919.
Printed for distribution and sessional papers.
28. Report of the Royal Northwest Mounted Police, for the year ending 30th September, 1918. Presented by Hon. Mr. Rowell, June 16, 1919.
Printed for distribution and sessional papers.
29. Report of the Secretary of State of Canada, for the year ending 31st March, 1918. Presented by Hon. Mr. Burrell, March 3, 1919.
Printed for distribution and sessional papers.
- 29a. Canadian Archives, for year ended December 31, 1918.
Printed for distribution and sessional papers.
30. The Civil Service List of Canada, 1918. Presented by Hon. Mr. Burrell, March 12, 1919.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 10.

31. Tenth Annual Report of the Civil Service Commission of Canada, for the year ending 31st August, 1918. Presented by Hon. Mr. Burrell, April 7, 1919.
Printed for distribution and sessional papers.
32. Annual Report of the Department of Public Printing and Stationery, for the fiscal year ending 31st March, 1918. Presented by Hon. Mr. Maclean, April 10, 1919.
Printed for distribution and sessional papers.
33. Report of the Secretary of State for External Affairs, for the year ending 31st March, 1918. Presented by Hon. Mr. Rowell, April 9, 1919.
Printed for distribution and sessional papers.
34. Report of the Minister of Justice as to Penitentiaries, for fiscal year ending March 31, 1918.
Printed for distribution and sessional papers.
35. Report of the Militia Council for the Dominion of Canada, for the fiscal year ending 31st March, 1918. Presented by Hon. Mr. Mewburn, February 26, 1919.
Printed for distribution and sessional papers.
36. Report of the Department of Labour, for the fiscal year ending 31st March, 1918. Presented by Sir Thomas White, May 26, 1919.
Printed for distribution and sessional papers.
37. Annual Report of the Editorial Committee on Governmental Publications, dated 1st March, 1919. Presented by Hon. Mr. Maclean, April 16, 1919.
Printed for distribution and sessional papers.
38. Report of the Department of the Naval Service, for the fiscal year ending 31st March, 1918. Presented by Hon. Mr. Maclean, February 28, 1919.
Printed for distribution and sessional papers.
39. Fifty-first Annual Report of the Fisheries Branch of the Department of the Naval Service, 1918. Presented by Hon. Mr. Maclean, February 28, 1919.
Printed for distribution and sessional papers.
40. Report of the Joint Lauriers of Parliament. Presented by Hon. Mr. Speaker, February 20, 1919. *Not printed.*
41. Communication received by the Clerk of the House conveying to the House of Commons of Canada a resolution adopted by the Constitutional Congress of the Republic of Costa Rica setting forth the joy of the people of Costa Rica upon the termination of the war and the triumph of the allied arms. Presented by Hon. Mr. Speaker, 1919.
Not printed.
42. Copy of Order in Council, P.C. 1891, dated 14th August, 1918, re Regulations relative to the certificates of Masters and Mates. (The Senate) *Not printed.*
43. Statement of the leases of wharves, piers or breakwaters, under the control of the Minister of Marine and Fisheries, and on the conditions of these leases as issued under Chapter 15 of the Statutes of 1909, by the said minister. (The Senate) *Not printed.*
44. Statement of harbour dues collected during the fiscal year 1917-18, in accordance with the provisions of Section 879 of Chapter 113, of the Revised Statutes of Canada, 1906. (The Senate) *Not printed.*

CONTENTS OF VOLUME 10—*Continued.*

45. Statement of fees received on account of Sick Mariners' Fund during the fiscal year 1917-18, in accordance with the provisions of Section 387 of Chapter 112, of the Revised Statutes of Canada, 1906.—(*The Senate*)... *Not printed.*
46. Copies of General Orders promulgated to the Militia for the period between 1st January, 1918, and 2nd February, 1919. Presented by Hon. Mr. Mewburn, February 26, 1919. *Not printed.*
47. Copies of all Routine Orders of the Canadian Expeditionary Force promulgated from 2nd January, 1918, to 22nd February, 1919. Presented by Hon. Mr. Mewburn, February 26, 1919... *Not printed.*
48. Copy of a despatch from the Right Hon. the Secretary of State for the Colonies to His Excellency the Governor General, transmitting copies of a parliamentary paper containing extracts from the minutes of the proceedings of the Imperial War Conference, 1918, and papers laid before the conference. Presented by Hon. Mr. Rowell, February 26, 1919... *Not printed.*
49. Statement showing appropriation account of the Royal Northwest Mounted Police, 1917-18, in accordance with Chapter 91, Section 27, of the Revised Statutes. Presented by Hon. Mr. Rowell, February 26, 1919... *Not printed.*
- 49a. Copy of Orders in Council, as follows:—
P.C. 1287, dated 25th May, 1918,—Leave of absence for members of the force overseas.
P.C. 2213, dated 7th October, 1918,—Prohibiting members of the Royal Northwest Mounted Police from becoming associated with any trades union organization.
P.C. 3076, dated 12th December, 1918,—Increasing the force of the Northwest Mounted Police to its authorized strength of 1,200, etc.
P.C. 3175, dated 24th December, 1918,—Increased pay to non-commissioned officers and men of the Royal Northwest Mounted Police.
P.C. 159, dated 27th January, 1919,—Transfer of the control of the registration of alien enemies for the provinces of Manitoba, British Columbia, Saskatchewan, Alberta, and that part of Ontario in Military District No. 10. Presented by Hon. Mr. Rowell, February 28, 1919... *Not printed.*
50. Copies of Orders in Council, as follows:—
P.C. 2206, dated 12th September, 1918,—Extension of scope of Department of Public Information.
P.C. 2208, dated 12th September, 1918,—Appointment of Dr. George H. Locke as Associate Director of Public Information. Presented by Hon. Mr. Rowell, February 26, 1919... *Not printed.*
- 50a. Return to an Order of the House of the 24th March, 1919, for a return showing:—1. The duties of the Department of Public Information. 2. What publication it issues. 3. The annual cost of the department. 4. The names of the men employed, their former occupations and present salaries. 5. The number of newspaper men employed by the said department. Presented March 31, 1919.—*Mr. Pedlow*... *Not printed.*
- 50b. Return to an Order of the House of the 19th March, 1919, for a return showing the names of all persons employed up to 1st March, 1919, in the Department of Public Information, the class of work each person is doing, the salary or wages paid, the living or other expenses paid, and the former occupation of each person, along with a statement showing what other work, if any, said person was employed in. Presented April 1, 1919.—*Mr. Proulx*... *Not printed.*
51. Copies of Orders in Council passed since last session of parliament in respect to emergency legislation, as follows:—
P.C. 1187, dated 18th May, 1918,—Requests War Trade Board to communicate with responsible persons with a view to increasing the production of pig-iron in Canada on the basis of a government guarantee for the purchase of the product for a series of years and to report.
P.C. 1507, dated 15th June, 1918,—Prohibits exportation of leather except under license.
P.C. 1525, dated 22nd June, 1918,—Authorizes War Trade Board to negotiate with a responsible company from British Columbia to be formed, to establish a blast furnace and manufacture pig-iron.
P.C. 1798, dated 27th July, 1918,—Approves regulations amending the regulations of the 15th March, 1918, respecting the price of coal and importation, etc. thereof, as to method of calculating overhead charges to determine the cost price of coal, etc.
P.C. 2022, dated 16th August, 1918,—Authorizes Fuel Controller to make regulations subject to the approval of the Governor General in Council governing the price of gasoline and fuel oil and the production, distribution, sale, etc., thereof, and to make any necessary investigation.

CONTENTS OF VOLUME 10—Continued.

P.C. 1225, dated 3rd September, 1918.—Empowers War Trade Board to control and regulate the production and distribution of iron and steel and the products thereof, and to make orders to increase the production thereof and if necessary to place government orders or give assistance subject to the approval of the Governor in Council.

P.C. 2136, dated 3rd September, 1918.—Authorizes bounties on linen yarns spun in Canada from Canadian flax in the three years beginning 1st April, 1919, and ending 31st March, 1922.

P.C. 2153, dated 5th September, 1918.—Further amends the Order in Council of the 11th June, 1917, creating and giving powers to the Board of Grain Supervisors.

P.C. 2370, dated 2nd October, 1918.—Approved regulations as to gasoline respecting permits to dealers and retail prices and prohibiting retail sale on Sunday.

P.C. 2482, dated 9th October, 1918.—Approves regulations and agreement submitted by Board of Grain Supervisors respecting chartering and marine insurance on grains until the close of navigation. Presented by Hon. Mr. Maclean, February 26, 1919.Not printed.

51a Orders in Council:—

P.C. 2158, dated the 6th September, 1918.—Making regulations governing inspection of bituminous coal and lignite in Canada.

P.C. 2228, dated the 12th September, 1918.—Making regulations governing the distribution of industrial coal in Canada.

P.C. 2258, dated the 13th September, 1918.—Extending the powers of the Fuel Controller.

P.C. 2604, dated the 5th December, 1918.—Amending and consolidating regulations made by the Fuel Controller.

P.C. 2937, dated the 21st December, 1918.—Authorizing inquiries into the project of obtaining increased production of coal in the province of Nova Scotia.

P.C. 1690, dated the 12th July, 1918.—Contract between the Government and the Midland Iron and Steel Company.

P.C. 1712, dated the 18th July, 1918.—Contract between the Government and the Parry Sound Iron Company.

P.C. 122, dated the 17th January, 1919.—Authorizing certain payments on the production of pig-iron.

P.C. 259, dated the 24th February, 1919.—Authorizing certain payments to be made on the production of malleable iron.

P.C. 2058, dated the 22nd August, 1918.—Arrangements for the financing of the importations of New Zealand and Australian wool.

P.C. 2010, dated the 6th December, 1919.—Constituting the Canadian Trade Commission.

P.C. 2734, dated the 7th November, 1918.—Constituting the London Trade Mission.

P.C. 2595, dated the 21st October, 1918.—Constituting the economic commission to Siberia.

P.C. 244, dated the 29th February, 1919.—With respect to the arrangements entered into with the Siberian Supply Company. Presented by Hon. Mr. Maclean, February 3, 1919.Not printed.

52. Copies of Orders in Council, as follows:—

P.C. 81-1380, dated 3rd June, 1918.—Allowance in lieu of medical allowance.

P.C. 86-1513, dated 20th June, 1918.—Rates of pay.

P.C. 1575, 2nd July, 1918.—Increases in pay.

P.C. 2225, 12th September, 1918.—Allowances for accountant officers of depot ships.

P.C. 1707, 6th November, 1918.—Rates of pay, R.C.N.S.

P.C. 2893, 23rd November, 1918.—Provisional allowance.

P.C. 1313, 3rd June, 1918.—Amendment Defence of Canada Order.

P.C. 1975, 6th June, 1918.—Amendment Defence of Canada Order.

P.C. 2275, 13th September, 1918.—Amendment Defence of Canada Order.

P.C. 2010, 29th October, 1918.—Issue of war badges.

P.C. 2068, 21st November, 1918.—Separation allowance.

P.C. 260, 9th February, 1919.—Issue of war badges. Presented by Hon. Mr. Maclean, February, 1919.Not printed.

52a Copy of Orders in Council:—

P.C. 1313, dated 3rd June, 1918.—Amendment, Defence of Canada Order.

P.C. 1975, dated 6th June, 1918.—Amendment, Defence of Canada Order.

P.C. 2275, dated 13th September, 1918.—Amendment, Defence of Canada Order.

P.C. 2010, dated 29th October, 1918.—Issue of war badges.

P.C. 2068, dated 21st November, 1918.—Separation allowance.

P.C. 260, dated 9th February, 1919.—Issue of war badges.

P.C. 81-1380, dated 3rd June, 1918.—Allowance in lieu of medical allowance.

P.C. 86-1513, dated 20th June, 1918.—Rates of pay.

P.C. 1575, dated 2nd July, 1918.—Increase in pay.

P.C. 2225, dated 12th September, 1918.—Allowances for accountant officers of depot ships.

CONTENTS OF VOLUME 10—Continued.

- P.C. 2707, dated 6th November, 1918,—Rates of pay, R.C.N.S.
P.C. 2893, dated 23rd November, 1918,—Provisional allowance. Presented by Hon. Mr. Maclean, February 28, 1919... *Not printed.*
- 52b. Copy of Order in Council, P.C. 565, dated 14th March, 1919: Separation allowances in Canadian Naval Service. Presented by Hon. Mr. Maclean, March 20, 1919. *Not printed.*
- 52c. Copy of an Order in Council, P.C. 589, dated the 19th March, 1919,—Cancellation of certain sections of the Defence of Canada Order, 1917. Presented by Hon. Mr. Maclean, March 27, 1919... *Not printed.*
- 52d. Copy of Order in Council P.C. 778, dated 9th April, 1919, re uniform allowance to nursing sisters of the Royal Canadian Navy. Presented by Hon. Mr. Maclean, April 16, 1919. *Not printed.*
- 52e. Amendments to Radiotelegraph Regulations: Private Commercial Licenses. Emergency Certificates. Presented by Hon. Mr. Ballantyne, May 1, 1919... *Not printed.*
- 52f. Radiotelegraph Regulations:—Issue of licenses for amateur stations. Fees for examinations for Emergency Certificates for Proficiency. Presented by Hon. Mr. Ballantyne, May 6, 1919... *Not printed.*
- 52g. Copy of Order in Council, P.C. 1038, dated 19th May, 1919, respecting the Department of the Naval Service: Issue of war badges. Presented by Hon. Mr. Ballantyne, May 27, 1919... *Not printed.*
- 52h. Order in Council P.C. 1172, dated 6th June, 1919, respecting issue of war badges.—(*The Senate*)... *Not printed.*
- 52i. Copy of Order in Council, P.C. 1222, dated 14th June, 1919, respecting war bonus to officers and men in the Canadian navy. Presented by Hon. Mr. Ballantyne, July 2, 1919. *Not printed.*
53. Copies of Orders in Council respecting housing: P.C. 2997, dated 3rd December, 1918, P.C. 3067, dated 12th December, 1918, P.C. 374, dated 20th February, 1919. Presented by Hon. Mr. Rowell, February 27, 1919... *Not printed.*
- 53a. Copy of Order in Council, P.C. 907, dated 1st May, 1919, approving of the General Housing Scheme of the Province of British Columbia. Presented by Hon. Mr. Rowell, May 6, 1919... *Not printed.*
- 53b. Copy of Order in Council, P.C. 1130, dated 29th May, 1919, approving of the General Scheme of Housing of the Province of Quebec. Presented by Hon. Mr. Rowell, June 2, 1919... *Not printed.*
- 53c. Copy of Order in Council, P.C. 1201, dated 11th June, 1919, approving General Scheme of Housing of the Province of Manitoba. Presented by Hon. Mr. Rowell, June 13, 1919... *Not printed.*
- 53d. Copy of Order in Council, P.C. 1266, dated 23rd June, 1919, approving the General Scheme of Housing of the Province of New Brunswick. Presented by Hon. Mr. Rowell, June 24, 1919.
54. P.C. 3176, dated 24th December, 1918,—Resumption of work upon those sections of the Welland Ship Canal which had been already commenced and partly completed on a percentage basis.
P.C. 3036,—Welland Ship Canal; authorizing resumption of work thereon.
P.C. 3190, dated 27th December, 1918,—Amendment of Order in Council, P.C. 3176, dated 24th December, 1918,—Welland canal contracts with firm of which Senator M. J. O'Brien was formerly a member. Presented by Hon. Mr. Reid, February 28, 1919. *Not printed.*
- 54a. Copies of contracts between His Majesty the King and the Dominion Dredging Company, Limited; Baldry, Yerburch and Hutchison, Limited; Doheny, Quinlan and Robertson; and Canadian Dredging Company, Limited, dated 17th January, 1919, in respect to the carrying on of certain work in connection with the Welland Ship Canal. Presented by Hon. Mr. Reid, April 23, 1919... *Not printed.*
55. P.C. 3000, dated 5th December, 1918,—Improvement of highways, and appointment of Mr. A. W. Campbell, M. Can. Soc. C.E., in connection therewith. Presented by Hon. Mr. Reid, February 28, 1919... *Not printed.*
56. P.C. 3083, dated 19th December, 1918,—Resumption of work on the Severn Division of the Trent canal; agreement with the York Construction Company on a percentage basis.
P.C. 3084, dated 19th December, 1918,—Contract with the Randolph MacDonald Company for the construction of Section No. 3 of the Severn Division of the Trent canal on a percentage basis. Presented by Hon. Mr. Reid, February 28, 1919. *Not printed.*

CONTENTS OF VOLUME 10—*Continued.*

57. P.C. 2854, dated 20th November, 1918.—Persons composing Board of Directors of the Canadian Northern Railway Company to be from time to time also Board of Management of the Canadian Government Railways.
P.C. 2454, dated 4th October, 1918.—Purchase of balance of capital stock of the Canadian Northern Railway Company.
P.C. 2331, dated 23rd September, 1918.—Acquirement of the Toronto Suburban Railway Company and the Toronto Eastern Railway Company by the Directors of the Canadian Northern Railway Company.
P.C. 3182, dated 27th December, 1918.—Transfer of two wharves (ocean piers Nos. 2 and 3), at Ogden Point, Victoria, B.C., to the control of the Board of Directors of the Canadian Northern Railway.
P.C. 3122, dated 29th December, 1918.—Authorizing the use of the name "Canadian National Railways," in lieu of the names Canadian Northern Railway System and Canadian Government Railways.
P.C. 3129, dated 29th December, 1918.—Equipment requirements for the year 1919, covering the Canadian Northern Railway System and the Canadian Government Railways.
P.C. 3124, dated 20th December, 1918.—Authorizing the directors of the Canadian Northern Railway to incur expenditures for work urgently required on the Canadian Northern Railway or Government Railways System, not to exceed in all ten million dollars.
P.C. 2111, dated 30th August, 1918.—Acquiring branch lines in New Brunswick as feeders to the Government Railway System.
P.C. 182, dated 29th January, 1919.—Government wharf at Vancouver, B.C., removed from the control of the Vancouver Harbour Commissioners to that of the Department of Railways and Canada.
P.C. 1691, dated 5th July, 1918.—Loan to Canadian Northern Railway Company. Presented by Hon. Mr. Reid, February 28, 1919. *Not printed.*
58. P.C. 117, dated 20th January, 1919.—Engineering data on the construction of the Quebec Bridge to be printed for distribution. Presented by Hon. Mr. Reid, February 28, 1919. *Not printed.*
59. P.C. 1768, dated 16th July, 1918.—Wage increase on Canadian Railways; increase in freight rates on Canadian Railways. Presented by Hon. Mr. Reid, February 28, 1919. *Not printed.*
60. Report of the Canada Food Board, 1918. Presented by Hon. Mr. Crerar, February 28, 1919. *Not printed.*
61. Regulations under "The Destructive Insect and Pest Act," pursuant to Section 9, Chapter 31 of 9-10 Edward VII. Presented by Hon. Mr. Crerar, February 28, 1919. *Not printed.*
62. Copy of the Judgment and Reasons of the Supreme Court of Canada in the case of George Edwin Gray, *Habitus Corpus* proceedings. Presented by Sir Thomas White, February 28, 1919. *Not printed.*
63. P.C. 113, dated 15th January, 1919.—Prohibiting the import and export of Russian roubles. Presented by Sir Thomas White, February 28, 1919. *Not printed.*
64. P.C. 3188, dated 11th January, 1919.—Repealing restrictions on issue of securities and shares. Presented by Sir Thomas White, February 28, 1919. *Not printed.*
65. P.C. 3298, dated 2nd January, 1919.—Respecting credit to Imperial Government for purchase of timber in Canada. Presented by Sir Thomas White, February 28, 1919. *Not printed.*
66. P.C. 1355, dated 25th September, 1918.—Respecting the National War Savings Committee. Presented by Sir Thomas White, February 28, 1919. *Not printed.*
67. P.C. 2749, dated 7th November, 1918.—Placing potatoes on free list. Presented by Sir Thomas White, February 28, 1919. *Not printed.*
68. P.C. 2689, dated 24th August, 1918.—Prohibiting export of silver. Presented by Sir Thomas White, February 28, 1919. *Not printed.*
69. P.C. 1354, dated 3rd June, 1918.—Prohibiting export of gold. Presented by Sir Thomas White, February 28, 1919. *Not printed.*
70. P.C. 2901, dated 14th August, 1918.—Respecting undertaking with bonds in connection with 1918 wheat crop. Presented by Sir Thomas White, February 28, 1918. *Not printed.*
71. P.C. 2958, dated 22nd August, 1918.—Respecting advances for purchase of wood. Presented by Sir Thomas White, February 28, 1919. *Not printed.*
72. P.C. 179, dated 29th January, 1919.—Repatriation of soldiers' dependents. Presented by Sir Thomas White, February 28, 1919. *Not printed.*

CONTENTS OF VOLUME 10—*Continued.*

73. P.C. 2823, dated 15th November, 1918.—Establishment of a sub-committee of Council, dealing with demobilization questions and industrial labour conditions. Presented by Sir Thomas White, February 28, 1919.*Not printed.*
74. P.C. 2798, dated 15th November, 1918.—Establishing a Power Sub-Committee of the Cabinet. Presented by Sir Thomas White, February 28, 1919.*Not printed.*
75. P.C. 2734, dated 7th November, 1918.—Establishing the Canadian Trade Mission in London. Presented by Sir Thomas White, February 28, 1919.*Not printed.*
76. P.C. 2270, dated 16th September, 1919.—Establishment of "The Paper Control Tribunal."
P.C. 2310, dated 19th September, 1918.—Appointment of three judges to be members of "The Paper Control Tribunal."
P.C. 2581, dated 19th October, 1918.—Licenses for export of paper. Presented by Sir Thomas White, February 28, 1919.*Not printed.*
- 76a. Copies of Orders in Council respecting the quantity and price of newsprint to be furnished by the manufacturers to the publishers in Canada, from the 7th February, 1917, to 11th November, 1918, inclusive. Presented by Sir Thomas White, July 3, 1919.*Not printed.*
77. P.C. 1222, dated 18th May, 1918.—Amalgamating and combining the Department of Customs and Inland Revenue. Presented by Sir Thomas White, February 28, 1919.*Not printed.*
78. And also,—Copy of Mr. Justice Hodgins' Report on the *Northland* inquiry. Presented by Sir Thomas White, February 28, 1919.*Not printed.*
79. P.C. 968, dated 25th May, 1918.—Regulations re Documents to be carried.
P.C. 1325, dated 29th May, 1918.—Reward for apprehension of deserters.
P.C. 1305, dated 5th June, 1918.—Control of Dominion Police Force transferred to Department of Militia and Defence. Remuneration of members and establishment of Force.
P.C. 1459, dated 12th June, 1918.—Natives of India of unmixed Asiatic descent and their descendants exempt from military service.
P.C. 1490, dated 15th June, 1918.—Amendment to Section 1, Paragraph (a) of 30th April, 1918.—Documents to be carried.
P.C. 1567, dated 22nd June, 1918.—Amendments to Sections 4 and 5, P.C. 919, 20th April, 1918. Cancelling exemption to all members of Class 1 who at the date of the claim for exemption made by or on their behalf gave their ages as 20, 21 or 22.
P.C. 1697, dated 5th July, 1918.—Men whose exemptions were cancelled by virtue of P.C. 919 of 20th April, 1918, to be dealt with as provided by that Order in Council, notwithstanding judgment of Supreme Court of Alberta.
P.C. 1647, dated 12th July, 1918.—Regulation re issue of temporary exemption certificate.
P.C. 1795, dated 17th July, 1918.—Hearing by Supreme Court of case of George Edwin Gray.
P.C. 1850, dated 27th July, 1918.—Regulation re discharge of members of C.E.F. to R.F.C. and R.A.F.
P.C. 1851, dated 27th July, 1918.—Regulation re duties of man who becomes resident of Canada after class of which he is a member has been called out.
P.C. 1931, dated 1st August, 1918.—Draft Proclamation re amnesty to deserters and defaulters.
P.C. 1906, dated 5th August, 1918.—Penalty for employing, concealing or assisting deserter or absentee without leave, Section 106, Regulations amended.
P.C. 1907, dated 5th August, 1918.—American Convention enforced from July 30, 1918.
P.C. 1953, dated 10th August, 1918.—Regulations re 100,000 limit.
P.C. 2044, dated 20th August, 1918.—Regulations of American Convention.
P.C. 2017, dated 3rd September, 1918.—Provision for certain British subjects who are also subjects of Neutral State making declaration of alienage during war. Regulation 11 amended.
P.C. 2138, dated 5th September, 1918.—Regulation amending clause "C," Section 1 of P.C. 1013 of April 30, 1918, in so far as the Provinces of Manitoba, Saskatchewan and Alberta are concerned.
P.C. 2242, dated 13th September, 1918.—Penalty for giving false or misleading information on questionnaire and for failure to return questionnaire within the prescribed time. Section 93 Regulations amended.
P.C. 2243, dated 13th September, 1918.—Penalty for attempting to bribe any person connected with administration of Act.
P.C. 2252, dated 13th September, 1918.—Additional powers conferred on the Chief Commissioner of Dominion Police.

CONTENTS OF VOLUME 10—*Continued.*

P.C. 2112, dated 19th September, 1918.—Documents to be carried (P.C. 1013 of the 30th April, 1918, P.C. 1226, of the 29th May, 1918, and P.C. 1490 of the 15th June, 1918, amended).

P.C. 2420, dated 19th September, 1918.—Powers conferred on the Chief Commissioner of Dominion Police (P.C. 1852, 27th July, 1918, amended).

P.C. 2410, dated 28th September, 1918.—Regulation *re* extension of time for laying a complaint for an offence punishable on summary conviction under the authority of the War Measures Act, 1914.

P.C. 2452, dated 4th October, 1918.—Order to report for medical examination (Section 1, paragraph "m" Regulations amended).

P.C. 2453, dated 4th October, 1918.—Sections 81, 82, 106 Regulations amended.

P.C. 2517, dated 11th October, 1918.—Regulations *re* change of occupation during winter months.

P.C. 2492, dated 12th October, 1918.—Penalty for concealing or assisting deserter or absentee without leave (Regulation 106 amended).

P.C. 2553, dated 17th October, 1918.—The issue under the signature of the Central Appeal Judge or the Clerk to the Central Appeal Judge or the Judge of any Appeal Tribunal of certified copies or certificate as to records, proceedings or decisions in their respective offices and such copies or certificate shall be receivable in evidence.

P.C. 2585, dated 23rd October, 1918.—In case of man who fails to report for duty or for medical examination as ordered by Registrar, certificate of Registrar to be accepted as evidence. P.C. 2168, 9th November, 1917, amended.

P.C. 2586, dated 23rd October, 1918.—Regulation *re* person who fails to report to the Registrar as required by P.C. 919 of 20th April, 1918, or by the Proclamation of 6th May, 1918, shall be deemed to be a soldier absent without leave from midnight of the last day limited for reporting.

P.C. 2587, dated 23rd October, 1918.—Duty of employer to give certain information. Penalty for failure. P.C. 510, 2nd March, 1918, amended.

P.C. 2588, dated 23rd October, 1918.—Registrar empowered to determine any application for renewal of exemption.

P.C. 2622, dated 25th October, 1918.—Regulations *re* Mennonites and Doukhobors.

P.C. 2631, dated 26th October, 1918.—Franking privilege extended to the Clerk of the Central Appeal Judge.

P.C. 2632, dated 26th October, 1918.—Penalty for failure to attend to medical examination. Section 104 Regulations amended.

P.C. 2658, dated 30th October, 1918.—Regulations *re* discharge from C.E.F. to R.F.C. and R.A.F. P.C. 1850, 27th July, 1918, amended.

P.C. 2694, dated 2nd November, 1918.—Regulations *re* identification of persons exempted from Military Service, etc.

P.C. 2828, dated 15th November, 1918.—Rescinding Order in Council, P.C. 1433, dated 24th May, 1917, *re* exodus from Canada of persons likely to be affected by the Military Service Act.

P.C. 2951, dated 11th December, 1918.—Discharge of men belonging to Class 1 who could not be usefully employed in the C.E.F. by reason of low category.

P.C. 3090, dated 16th December, 1918.—Proceedings in relation to applications for exemption to be suspended during the armistice.

P.C. 3107, dated 17th December, 1918.—Regulations *re* transfer of prisoners from one prison to another when accommodation is not sufficient.

P.C. 3111, dated 2nd January, 1919.—Regulations *re* procedure against deserters and persons absent from Military Service without leave, amended.

P.C. 3101, dated 16th January, 1919.—Regulations *re* failing to report for duty. Certificate of Registrar to be accepted as evidence.

P.C. 3102, dated 16th January, 1919.—Regulations *re* reward for apprehension of deserters.

P.C. 293, dated 12th February, 1919.—Prosecutions under Section 16, Sub-section of the Military Service Act, 1917. Consent of Minister of Justice, etc.

P.C. 311, dated 12th February, 1919.—Regulations *re* deserters and absentees without leave may be delivered into military custody. Trial of such persons. Presented by Hon. Mr. Meighen, February 28, 1919. *Not printed*

79. Copy of Orders in Council in respect to Militia and Defence and the Canadian Expeditionary Forces. Presented by Hon. Mr. McWhinn, March 4, 1919. *Not printed*

80. Copy of a *Recess Order* of the Supreme Court, adopted on the 8th October, 1918, amending *Order in Recess* of the Supreme Court of Canada. Presented by Hon. Mr. Meighen, February 29, 1919. *Not printed*

81. Copy of a *Proclamation* (P.C. 9212) containing the conditions of the Armistice with Germany, as agreed. His Excellency the Governor General from the Secretary of State for the Colonies, together with a copy of a telegram from His Majesty's Ambassador at Paris on the subject of the extension of the Armistice with Germany. Presented by Hon. Mr. Bennett, February 28, 1919. *Not printed*

CONTENTS OF VOLUME 10—*Continued.*

- 81a...Also,—Copy of the terms of the Armistice with Turkey and of the Armistice with Austria-Hungary, received by His Excellency the Governor General from the Secretary of State for the Colonies. Presented by Hon. Mr. Rowell, February 28, 1919. *Not printed.*
- 81b. Copy of a letter from the Secretary of State for the Colonies, to His Excellency the Governor General, of the 25th of February, 1919, transmitting copies of the Convention signed on the 16th January, 1919, prolonging the Armistice with Germany, together with copies of the Financial Protocol of the 13th of December, 1918. Presented by Hon. Mr. Rowell, March 18, 1919. *Not printed.*
- 81c. Copy of a pamphlet received from the Secretary of State for the Colonies, intitled: "Terms of the Armistice concluded between the allied Governments and the Governments of Germany, Austria-Hungary and Turkey. Presented by Hon. Mr. Rowell, May 5, 1919. *Not printed.*
82. Statement of Wharfage Collections for the fiscal year 1917-18, in accordance with the provisions of Chapter 112, Section 14, Revised Statutes, 1906. Presented by Hon. Mr. Maclean, February 28, 1919. *Not printed.*
83. Statement of Superannuation and Retiring Allowances in the Civil Service during the year ending 31st December, 1918, showing name, rank, salary, service allowance and cause of retirement of each person superannuated or retired, also whether vacancy has been filled by promotion, or by appointment, and the salary of any new appointee. Presented by Sir Thomas White, March 3, 1919. *Not printed.*
84. Statement in pursuance of Section 17 of the Civil Service Insurance Act, for the year ending March 31, 1918. Presented by Sir Thomas White, March 3, 1919. *Not printed.*
85. Statement of Governor General's Warrants issued since the last Session of Parliament on account of 1918-19. Presented by Sir Thomas White, March 3, 1919. *Not printed.*
86. Statement of the Receipts and Expenditures of the Royal Society of Canada, for the year ended April 30, 1918. Presented by Sir Thomas White, March 3, 1919. *Not printed.*
87. Statement of Receipts and Expenditures of the National Battlefields Commission to 31st March, 1918. Presented by Sir Thomas White, March 3, 1919. *Not printed.*
88. Statements of Expenditure on account of "Miscellaneous Unforeseen Expenses," from the 1st April, 1918, to the 21st February, 1919, in accordance with the Appropriation Act of 1918. Presented by Sir Thomas White, March 3, 1919. *Not printed.*
89. Statement of Temporary Loans issued by the Government of Canada since the last Session of Parliament still outstanding. Presented by Sir Thomas White, March 3, 1919. *Not printed.*
90. Report of the Ottawa Improvement Commission for the fiscal year ended March 31, 1918, including a summary of the receipts and expenditures from its inception in August, 1899, to March 31, 1918. Presented by Sir Thomas White, March 3, 1919. *Not printed.*
91. Statement of Treasury Board over-ruling, under Section 44, Consolidated Revenue and Audit Act. Presented by Sir Thomas White, March 3, 1919. *Not printed.*
92. P.C. 1743, dated 11th July, 1918,—Declaring principles and policies *re* industrial disputes and urging their adoption upon employers and employees for the duration of the war.
P.C. 2195, dated 12th September, 1918,—*Re* Employment Offices Co-ordination Act. Submitting form of agreement to be entered into with the provinces.
P.C. 2333, dated 23rd September, 1918,—*Re* Canada Registration Board. Requiring certain returns from employers.
P.C. 2461, dated 4th October, 1918,—*Re* Cost of Living. Rescinding previous Orders owing to certain defects therein and making regulations.
P.C. 2525, dated 11th October, 1918,—*Re* Industrial Disputes Investigation Act. Prohibition of strikes in war industries.
P.C. 2808, dated 19th November, 1918,—Repealing Order in Council No. 2525.
P.C. 3069, dated 11th December, 1918,—*Re* Cost of Living. Rescinding Order in Council No. 2461 and making regulations.
P.C. 3111, dated 17th December, 1918,—*Re* Employment Offices Co-ordination Act. Providing regulations thereunder.
P.C. 3171, dated 21th December, 1918,—*Re* Employment Offices Co-ordination Act. Providing for establishment and maintenance of certain employment bureaux.
P.C. 17, dated 6th January, 1919,—*Re* Employment Offices Co-ordination Act. Making regulations as to employment returns.
P.C. 39, dated 11th January, 1919,—Employment offices Co-ordination Act. Providing for cost of maintenance of certain employment offices from War Appropriation. Presented by Hon. Mr. Maclean, March 3, 1919. *Not printed.*

CONTENTS OF VOLUME 10—Continued.

93. Copy of a cable (in extended form) received by His Excellency the Governor General from the Secretary of State for the Colonies on February 14, 1919, giving a summary of the League of Nations Covenant presented to the Peace Conference by the League of Nations Commission. Presented by Hon. Mr. Rowell, March 2, 1919.
Not printed
- 93a. Copy of a letter received by His Excellency the Governor General from the Secretary of State for the Colonies, dated February 28, 1919, with accompanying printed copies of the draft League of Nations Covenant. Presented by Hon. Mr. Rowell, March 24, 1919.
Printed for distribution and sessional papers.
- 93b. Copy of the revised draft of the League of Nations Covenant, as approved by the Peace Conference in plenary session on April 28, 1919. Presented by Hon. Mr. Rowell, May 5, 1919.
Printed for distribution and sessional papers.
94. Order in Council, dated 5th November, 1918, with regard to remissions made under Section 88 of The Indian Act, Chapter 81, R.S.C. 1906. Presented by Hon. Mr. Meighen, March 4, 1919.
Not printed.
95. P.C. 2860, 20th November, 1918, providing for the issue of supplementary letters patent in favour of the present owners of certain lands, conveying the right to the clay which may be found therein.
P.C. 2827, 20th November, 1918, providing that the pre-emption entry of Omer Lethiecq be cancelled and sold to his wife, he having been sentenced to serve 12 years in the Prince Albert penitentiary.
P.C. 2842, 20th November, 1918, ordering that further residence by Ben Henry, holding homestead and pre-emption entries for certain Dominion Lands, be dispensed with owing to his ill-health and consequent inability to perform further residence duties.
P.C. 2841, 20th November, 1918, ordering that further residence on the part of Lucy Knott, an entrant under a South African Volunteer Scrip grant, be dispensed with as she is unable to perform further residence owing to ill-health.
P.C. 2941, 29th November, 1918, providing for the confirmation of an exchange of lands with the Hudson's Bay Company, and granting the land so exchanged to Sam Doubuch (Dowbuch) upon certain terms and conditions.
P.C. 42-2993, 3rd December, 1918, setting apart and appropriating certain land for cemetery purposes and authorizing a grant thereof for the said purposes.
P.C. 43-2993, 3rd December, 1918, setting apart and appropriating certain land for church purposes, and authorizing a grant thereof.
P.C. 3102, 17th December, 1918, transferring control of certain land to the Royal Northwest Mounted Police.
P.C. 3193, 17th December, 1918, providing for the issue of patent to Samuel Ingram in lieu of land surrendered by Mr. Ingram, which is unsuitable for agricultural development and has been reserved for inclusion in a forest reserve.
P.C. 3115, 21st December, 1918, ordering that title to certain Dominion Lands be vested in George F. Green in lieu of land surrendered by Mr. Green, which has been recommended for inclusion in a forest reserve.
P.C. 3192, 27th December, 1918, providing for the leasing of a tract of land to a company cutting clay which has been found to be suitable for use in connection with the manufacture of cement.
P.C. 31-27, 7th January, 1919, rescinding an Order in Council of the 15th February, 1911, and setting apart certain land in the Province of Alberta for exhibition grounds and experimental station purposes, and authorizing a grant thereof.
P.C. 28-27, 7th January, 1919, authorizing a grant of land to the Synod of the Diocese of Athabasca.
P.C. 3290, 14th January, 1919, making regulations for the drainage of Dominion Lands in the Provinces of Alberta and Saskatchewan.
P.C. 134, 26th January, 1919, providing for the issue of a permit to a company to remove earth for the purpose of filling in a trestle, and the payment of a royalty therefor.
P.C. 2459, 7th October, 1918, recommending that further residence duties be waived and authority given for the issue of patents for Dominion Lands in the case of John S. Reid, permanently disabled through illness.
P.C. 2490, 7th October, 1918, authorizing the issue of a license of occupation for the bed of the Peace River at a certain place, in favour of the Edmonton-Dunvegan and British Columbia Railway Company.
P.C. 2484, 30th October, 1918, authorizing the issue of a license of occupation for a portion of the bed of the Assiniboine River in favour of the Canadian Northern Railway Company.
P.C. 2557, 19th October, 1918, ordering that the land covered by a certain road be transferred to the Crown in the right of the Province of Manitoba.
P.C. 2582, 23rd October, 1918, authorizing a free grant of land to Thomas Gladu by virtue of a cession thereof at the date of the extinguishment of the Indian title.

CONTENTS OF VOLUME 10—*Continued.*

P.C. 2623, 25th October, 1918, authorizing a free grant of land to Peter Loutit, the Elder, by virtue of occupation thereof at the date of the extinguishment of the Indian title.

P.C. 2642, 26th October, 1918, setting apart and expropriating certain Dominion Lands for church purposes, and authorizing a grant thereof to the Russo-Greek Orthodox Parish of Torpontz.

P.C. 2659, 30th October, 1918, ordering that certain lands be set apart for Soldier Settlement under certain conditions.

P.C. 2678, 2nd November, 1918, providing that the residence requirements of the Dominion Lands Act be dispensed with in connection with the homestead entry of George Young, who is unable through illness to complete the requirements.

P.C. 2703, 7th November, 1918, making regulations in reference to the issue of homestead entry to citizens of the United States who are unable to become naturalized.

P.C. 2780, 13th November, 1918, ordering certain land to be withdrawn from a reserve for stock-watering purposes.

P.C. 1911, 5th August, 1918, providing for the exchange of certain lands and a grant of land to Thomas William Ripper, who had made a homestead entry on the Hudson's Bay Lands, the said Hudson's Bay Company having surrendered the land covered by Mr. Ripper's entry, and the granting to the Hudson's Bay Company of certain other land in lieu thereof.

P.C. 1912, 5th August, 1918, confirming an exchange of lands with Mr. Arthur Hitchcock, and authorizing the issue of letters patent in favour of Mr. Hitchcock for certain Dominion Lands exchanged with him.

P.C. 1922, 5th August, 1918, authorizing the Department of the Interior to enter into grazing or other similar leases covering land reserved for the use of the Department of Militia and Defence under certain conditions.

P.C. 6-1992, 17th August, 1918, authorizing a grant of certain Dominion Lands for church and cemetery purposes.

P.C. 2045, 22nd August, 1918, ordering that certain lands be withdrawn from the operation of the Dominion Lands Act, and be set apart as an Indian Reserve.

P.C. 2088, 27th August, 1918, authorizing the Minister to dispense with the performance of residence requirements under the Dominion Lands Act, and the issue of letters patent in favour of William Marshall Vance, a homesteader who had both feet frozen, necessitating amputation.

P.C. 2159, 6th September, 1918, ordering that certain Dominion Lands at Port Smith Settlement be set apart for the use of the Department of Indian Affairs under certain conditions.

P.C. 56-2207, 12th September, 1918, authorizing a grant of certain Dominion Lands in the Province of Saskatchewan for such purposes.

P.C. 2283, 19th September, 1918, rescinding Clause 12 of the regulations governing the granting of yearly licenses and permits to cut timber on Dominion Lands and substituting another Clause therefor, and rescinding Sub-clause (c) of Clause 17, and substituting another therefor, making an amendment to Sub-clause (m) of Clause 17, and making an amendment of Sub-clause 41.

P.C. 2302, 19th September, 1918, recommending that certain lands shall be withdrawn from the operation of the Dominion Lands Act, and set apart for the Indians in the Province of British Columbia.

P.C. 2303, 21st September, 1918, ordering that Section 1 of the Coal Mining Regulations, established by Order in Council dated 20th April, 1910, and amendments thereto be rescinded and a new Section substituted therefor, and made to apply to all coal mining leases already issued, and ordering that the maximum charge specified in the above section shall be increased and made to apply to coal mining rights already disposed of, and ordering that Section 24 of the said regulations be rescinded, and a new section substituted therefor, and ordering a further provision to be inserted, as to the methods for the conservation and recovery of coal, and ordering that a further provision be inserted to create educational facilities in certain cases.

P.C. 2371, 25th September, 1918, providing for the transfer of certain Dominion Lands to the School Lands Endowment Fund, and that lands previously included in the School Lands Endowment Fund be granted to the Town of Drumheller for park purposes.

P.C. 26-2427, 28th September, 1918, setting apart and appropriating certain Dominion Lands for church purposes in the Province of Alberta.

P.C. 2399, 30th September, 1918, ordering that certain lands be withdrawn from the operation of the Dominion Lands Act, and set apart for the Indians in the Province of Saskatchewan.

P.C. 1516, 20th June, 1918, granting a lease of coal mining rights under certain lands to the Cadomin Coal Company, Limited.

P.C. 1510, 20th June, 1918, authorizing the Minister of the Interior to sell certain Dominion Lands to Edmund Thompson for reclamation purposes, and to enter into an agreement with the said Edmund Thompson in connection therewith as representatives of His Majesty King George the Fifth.

CONTENTS OF VOLUME 10—*Continued.*

P.C. 1515, 26th June, 1918, authorizing the issue of a free patent of Dominion Lands to Mrs. Flossie Fitzgerald, who has been deserted by her husband, a homestead entrant, she being totally unfit to fulfil the residence requirements.

P.C. 1541, 26th June, 1918, authorizing Miss Margaret Reith to make entries by proxy on behalf of her nephews, W. J. F. Reith, and J. W. Reith, overseas with the Canadian Expeditionary Force.

P.C. 1586, 28th June, 1918, relieving Mr. George Ross from the performance of any further residence duties on his homestead, and authorizing the issue of a free patent to him under certain conditions, he having been admitted to the House for Incurables at Portage la Prairie, Manitoba.

P.C. 1621, 2nd July, 1918, making regulations in connection with the Soldier Settlement Regulations.

P.C. 1658, 6th July, 1918, withdrawing certain Dominion Lands from the Doukhobor Reserves to be dealt with by the Minister of the Interior, subject to certain regulations.

P.C. 1806, 19th July, 1918, ordering title to certain Dominion Lands to be vested in His Majesty King George the Fifth, as represented by the Minister of Public Works for the Province of Alberta.

P.C. 1807, 19th July, 1918, ordering that a certain parcel of Dominion Lands be transferred to the Department of Public Works.

P.C. 1820, 26th July, 1918, authorizing the Minister of the Interior to issue a license of occupation to the Canadian Northern Railway for a certain portion of the Oldman river bed.

P.C. 1819, 25th July, 1918, ordering that a certain parcel of Dominion Lands be transferred to the Department of Indian Affairs for a cemetery.

P.C. 1822, 25th July, 1918, authorizing the Minister to grant the sale of certain Dominion Lands to Mr. William Armstrong as a mill site.

P.C. 1830, 25th July, 1918, authorizing the Minister to grant permits for free grazing privileges for reindeer in a certain area in the Northwest Territories.

P.C. 1828, 25th July, 1918, authorizing a free grant of certain Dominion Lands to J. J. McLean, by virtue of his occupation of the land at the date of the extinguishment of the Indian title.

P.C. 1827, 25th July, 1918, providing the authorization of an exchange of certain lands with the Canadian Pacific Railway Company, the company releasing certain lands to be applied for the purposes of an extension to the Stony Indian Reserve, and certain other Dominion lands being granted to the company, the difference in area being credited to the company's land grant.

P.C. 1823, 25th July, 1918, providing for the disposal of certain lots in a subdivision near the station of Badger on the Canadian Northern Railway under certain conditions, which land had been squatted on by certain persons.

P.C. 1910, 5th August, 1918, ordering that a certain road be transferred to the Crown in the right of the Province of Manitoba.

P.C. 873, 13th April, 1918, authorizing a free grant of Dominion Lands to Mr. William Robert Smith by virtue of his occupation of the land at the date of the extinguishment of the Indian title.

P.C. 1012, 30th April, 1918, ordering that Order in Council of the 22nd October, 1901, be rescinded and that certain lands be transferred to the control of the Department of the Interior, and made available for disposal in accordance with the provisions of the Dominion Lands Act.

P.C. 1053, 1st May, 1918, making regulations for the protection of game in the Northwest Territories.

P.C. 1603, 1st May, 1918, giving the Minister of the Interior authority to sell certain land to Clay Armstrong, subject to certain conditions, for the purposes of reclamation.

P.C. 1662, 3rd May, 1918, authorizing a free grant of Dominion Lands to the Rural Municipality of Baggart, No. 247, in the Province of Saskatchewan, for cemetery purposes.

P.C. 1002, 7th May, 1918, authorizing the Minister to lease certain Dominion Lands to the Western Canada Collieries Limited, to be used only in connection with the mining operations of the said Company.

P.C. 1088, 7th May, 1918, authorizing the Minister to arrange for certain sales of School Lands at certain points in the Province of Saskatchewan.

P.C. 1004, 7th May, 1918, making certain regulations to be observed by persons wishing to use the for clearing land in certain districts.

P.C. 1100, 16th May, 1918, setting apart certain lands in the Province of Alberta, and authorizing a grant thereof to the Knoll Cemetery Company.

P.C. 1100, 17th May, 1918, authorizing a grant of Dominion Lands in the Province of Alberta to the Bishop of Mackenzie River, by virtue of his occupation of the land at the date of the extinguishment of the Indian title.

P.C. 1214, 22nd May, 1918, recommending that the residence requirements of the Dominion Lands Act be dispensed with in the case of Charles Blanchard, who was severely burned and badly frost bitten.

CONTENTS OF VOLUME 10—*Continued.*

P.C. 1268, 25th May, 1918, providing a transfer of certain Dominion Lands to the Crown in the right of the Province of Manitoba.

P.C. 1298, 26th May, 1918, ordering that certain parcels of swamp lands, which were re-transferred to the Dominion of Canada under the provisions of Subsection 2 of Section 5, of the Manitoba Boundaries Extensions Act, be released to His Majesty King George the Fifth for the purposes of the Province of Manitoba.

P.C. 1230, 20th May, 1918, amending regulations for the disposal of petroleum and natural gas rights approved by Order in Council of the 19th of January, 1914.

P.C. 1263, 3rd June, 1918, enacted certain regulations in order to remove doubts which have arisen as to the validity of previous regulations.

P.C. 1101, 3rd June, 1918, ordering the rescinding of Section 27 of the regulations, established by Order in Council of 1st July, 1898, and substituting others therefor.

P.C. 1443, 12th June, 1918, authorizing a free grant of Dominion Lands to Alexander Kennedy by virtue of his occupation of the land at the date of the extinguishment of the Indian title.

P.C. 1480, 17th June, 1918, authorizing the Minister of the Interior to execute an agreement on behalf of His Majesty the King with the Canada Land and Irrigation Company, Limited, in substitution for a previous agreement made on the 31st September, 1914.

Not printed.

95. Return of Orders in Council which have been published in the *Canada Gazette*, between 16th March, 1918, and the 20th January, 1919, in accordance with the provisions of Section 77 of "The Dominion Lands Act," Chapter 20, 7-8 Edward VII, as follows:—

P.C. 60, 16th March, 1918, ordering that no royalty shall be levied or collected by the Crown on coal mined in the Yukon Territory for a period of five years from the 7th day of April, 1918.

P.C. 655, 16th March, 1918, ordering Order in Council of December 18, 1897, cancelled, and dividing the Northwest Territory into three provisional districts, MacKenzie, Keewatin and Franklin, according to the description and map annexed.

P.C. 651, 16th March, 1918, making regulations withdrawing pre-emption entry on Dominion Lands as provided by Section 27 of the Dominion Lands Act, Chapter 20, of 1908, and withdrawing the privilege of purchased homestead entry provided by Section 28 of the said Act, except in the case of land reserved for pre-emption entry for a homesteader on active service, and where notice has been issued to a person allowing him a specified time for securing his pre-emption.

P.C. 662, 16th March, 1918, ordering that certain lands be sold to General Turner at the rate of \$1 per acre.

P.C. 705, 22nd March, 1918, providing that the area included within a certain right of way be transferred back to the Department of the Interior by the Department of Militia and Defence for sale to the Canadian Pacific Railway Company under certain conditions.

P.C. 751, 27th March, 1918, providing that further residence requirements be dispensed with in the case of Mr. Earle, a veteran of the South African War.

P.C. 813, 4th April, 1918, authorizing the Minister of the Interior to transfer certain lands from His Majesty King George the Fifth as represented by the Minister of the Interior to His Majesty as represented by the Minister of Public Works for the Province of Alberta.

P.C. 843, 5th April, 1918, providing that residence requirements under the Dominion Lands Act be dispensed with in the case of Harry H. Holmes, who had a considerable part of both his feet amputated.

P.C. 47-768, 5th April, 1918, providing that residence requirements of the Dominion Lands Act be dispensed with in the case of Ole Halsten owing to the physical infirmity of the entrant.

P.C. 48-768, 5th April, 1918, setting apart certain land for cemetery purposes in the Province of Saskatchewan.

P.C. 49-768, 5th April, 1918, dispensing with residence requirements of the Dominion Lands Act in the case of Mr. O. E. Senay, who is physically unfit to continue the performance of his residence duties.

P.C. 62-865, 10th April, 1918, authorizing a free grant to Mr. Robert Jones by virtue of his occupation of the land at the date of the extinguishment of the Indian title.

P.C. 61-865, 10th April, 1918, setting apart certain Dominion Lands for church and cemetery purposes in the Province of Saskatchewan; authorizing a grant to "La Corporation Episcopale Catholique Romaine de Regina."

P.C. 63-865, 10th April, 1918, authorizing a free grant of Dominion Lands to Mr. Benjamin Charles by virtue of his occupation of the said land at the date of the extinguishment of the Indian title.

P.C. 844, 10th April, 1918, authorizing the issue of patent to Mr. J. E. Ingram of certain Dominion Lands in exchange for other land owned by Mr. Ingram.

P.C. 842, 10th April, 1918, authorizing the Minister to have auction sales of School Lands held at certain points. Presented by Hon. Mr. Meighen, March 1, 1919.

Not printed.

CONTENTS OF VOLUME 10—Continued.

96. Return of Orders in Council which have been published in the *Canada Gazette*, between the 16th March, 1918, and the 20th January, 1919, in accordance with the provisions of Chapter 17, 2 George V, entitled "The Railway Belt Water Act," as follows:—
P.C. 1296, 6th June, 1918,—Making regulations called Water-lands regulations, effective for disposing of and administering Dominion Lands within the Railway Belt required for the development of water-power, etc.
P.C. 1481, 17th June, 1918.—Recommending certain lands situated in the Railway Belt near Ashcroft be sold to William Henry Hammond on certain conditions. Presented by Hon. Mr. Meighen, March 4, 1919. *Not printed*
97. Return of Orders in Council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between 16th March, 1918, and the 20th January, 1919, in accordance with provisions of Subsection (d) of Section 38 of the regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile Railway Belt in the Province of British Columbia, as follows:—
P.C. 896, 12th April, 1918, ordering that the regulations be amended to provide for the leasing of unattended Dominion Lands within the said Belt (a) where the entrant is on active service, etc.; (b) engaged in some work of national importance, and (c) deceased or insane.
P.C. 908, 22nd April, 1918, amending the regulations to provide that holders of homestead entries, employed as farm labourers, may be allowed the period of such employment as part of period of residence, subject to certain conditions.
P.C. 1509, 22nd June, 1918, amending the regulations by rescinding Section 9, and substituting a new section therefor, defining "highways" and authorizing the Province of British Columbia to construct certain roads, etc.
P.C. 1805, 19th July, 1918, making regulations for the granting of free entries on Dominion Lands in the Railway Belt to settlers under the authority of the Soldiers Settlement Act, 1917.
P.C. 1913, 5th August, 1918, amending Clause 41 of the regulations governing the granting of licenses and permits to cut timber to provide certain conditions for the holders of portable saw mill berths.
P.C. 1997, 14th August, 1918, providing that the title to certain lands described there be vested in His Majesty King George the Fifth for the purposes of the Province of British Columbia.
P.C. 2156, 6th September, 1918, providing that certain lands be vested in His Majesty King George the Fifth for the purposes of the Province of British Columbia.
P.C. 2157, 6th September, 1918, providing that certain lands be vested in His Majesty King George the Fifth for the purposes of the Province of British Columbia.
P.C. 2541, 17th October, 1918, withdrawing certain lands from the operations of the Order in Council of the 17th September, 1889, P.C. 2169. Presented by Hon. Mr. Meighen, March 4, 1919. *Not Printed*
98. Orders in Council passed under the provisions of Chapter 18, 7-8 George V, "The Migratory Birds Convention Act." Presented by Hon. Mr. Meighen, March 4, 1919. *Not printed.*
99. Orders in Council which have been published in the *Canada Gazette*, between the 16th March, 1918, and the 20th January, 1919, in accordance with the provisions of Section 19, of Chapter 10, 1-2 George V,—"The Forest Reserves and Parks Act," as follows:—
P.C. 739, 26th March, 1918, authorizing the Minister to accept the surrender of certain lands from the Canadian Pacific Railway.
P.C. 675, 26th March, 1918, amending regulations for Dominion Forest Reserves established by Orders in Council of 8th August, 1913, 24th September, 1913, and 20th April, 1916.
P.C. 1188, 17th March, 1918, rescinding Order in Council of October 31, 1916, and granting certain land to the Canadian Pacific Railway, subject to certain conditions.
P.C. 1821, 25th July, 1918, granting authority to the Minister to issue domestic fishing permits for certain regulations during the years 1918, 1919, and 1920.
P.C. 2817, 15th November, 1918, granting the incorporation of the Town of Wainwright, Alberta, a renewal of the rights granted by Order in Council of the 20th March, 1914, for a period of two years from the 1st of May, 1918. Presented by Hon. Mr. Meighen, March 4, 1919. *Not printed*
100. Copies of Orders in Council which have been published in the *Canada Gazette* between the 5th April, 1919, and the 20th February, 1919, in accordance with provisions of Section 5, Subsection 2 of Chapter 21, 7-8 George V, "The Soldiers Settlement Act" Presented by Hon. Mr. Meighen, March 4, 1919. *Not printed*
- 100a Copy of Order in Council, P.C. 925, dated 3rd May, 1919: Issue of "Attestation" papers to soldier applicants for lands under the Regulations of the Soldier Settlement Board. Presented by Hon. Mr. Calder, May 27, 1919. *Not printed*

CONTENTS OF VOLUME 10—*Continued.*

- 101.** First Annual Report with Appendices, of The Historical Documents Publication Board.
Presented by Hon. Mr. Rowell, March 4, 1919... *Not printed.*
- 102.** Final Report of the International Joint Commission, on the Pollution of Boundary Waters
Reference. Presented by Hon. Mr. Rowell, March 4, 1919... *Not printed.*
- 103.** Copies of Orders in Council affecting the increases and allowances of the Civil Service
of Canada. Presented by Hon. Mr. Maclean, March 4, 1919... *Not printed.*
- 104.** Report of the Royal Commission appointed to inquire into and report upon conditions
in the Pilotage Districts of Miramichi, Sydney, Louisbourg, Halifax, St. John, Montreal
and Quebec, and to recommend, if necessary, any change found desirable. Presented
by Hon. Mr. Maclean, March 4, 1919.
Printed for distribution to Senators and Members, and sessional papers.
- 105.** Report of the Royal Commission appointed to inquire into and report upon the con-
ditions in the Pilotage Districts of Vancouver, Victoria, Nanaimo and New West-
minster, and to recommend, if necessary, any change found desirable therein. Pre-
sented by Hon. Mr. Maclean, March 4, 1919.
Printed for distribution to Senators and Members, and sessional papers.
- 106.** Memorandum from the Canadian Trade Commission giving a list of the British Import
Restrictions. Presented by Hon. Mr. Maclean, March 4, 1919... *Not printed.*
- 107.** Certified copy of agreement between the St. Martin's Railway Company and His Majesty
the King. Presented by Hon. Mr. Reid, March 4, 1919... *Not printed.*
- 108.** Certified copy of agreement between the York and Carleton Railway Company and His
Majesty the King. Presented by Hon. Mr. Reid, March 4, 1919... *Not printed.*
- 109.** Copies of Orders in Council affecting the Civil Service Commission. Presented by Hon.
Mr. Burrell, March 4, 1919... *Not printed.*
- 109a.** Regulations of the Civil Service Commission, approved by His Excellency the Governor
General in Council on the 21st December, 1918. Presented by Hon. Mr. Burrell, April
7, 1919... *Not printed.*
- 110.** Correspondence relating to the resignation of Mr. F. B. McCurdy, M.P., as Parliamentary
Secretary of the Department of Soldiers Civil Re-establishment and Chairman of the
Invalided Soldiers' Commission. Presented by Sir Thomas White, March 4, 1919.
Not printed.
- 111.** Copies of Orders in Council affecting the Department of the Secretary of State. Pre-
sented by Hon. Mr. Burrell, March 4, 1919... *Not printed.*
- 112.** Copies of Orders in Council affecting the Department of Mines. Presented by Hon. Mr.
Burrell, March, 1919... *Not printed.*
- 113.** Copies of Orders in Council affecting the Public Archives. Presented by Hon. Mr.
Burrell, March 4, 1919... *Not printed.*
- 114.** Return called for by Section 88, of Chapter 62, Revised Statutes of Canada, requiring
that the Minister of the Interior shall lay before Parliament, each year, a return of
liquor brought from any place out of Canada into the Territories by special permission
in writing of the Commission of the Northwest Territories, for the year ending 31st
December, 1917. Presented by Hon. Mr. Meighen, March 6, 1919... *Not printed.*
- 115.** Return showing all lands sold by the Canadian Pacific Railway Company during the
year ending 30th September, 1917, together with the names of the purchasers, in
accordance with the Statutes of Canada, 1886, Chapter 9, Section 8. Presented by
Hon. Mr. Meighen, March 6, 1919... *Not printed.*
- 116.** Copy of correspondence between the Secretary of State for the Colonies and His Excel-
lency the Governor General, relating to the gift of two submarines to the Canadian
Government. Presented by Hon. Mr. Rowell, March 6, 1919... *Not printed.*
- 117.** Report of a Committee of Experts, appointed by Order in Council dated 20th November,
1918, on the recommendation of the Civil Service Commission, to investigate and
report conditions in the Department of Public Printing and Stationery. Presented by
Hon. Mr. Burrell, March 6, 1919.
Printed for distribution to Senators and Members of Parliament.
- 118.** Report of the work of the Department of Soldiers' Civil Re-establishment (Invalided
Soldiers' Commission), to March 31, 1918, with Appendices to June 22, 1918. Pre-
sented by Mr. Clarke (Bruce) March 7, 1919... *Not printed.*

CONTENTS OF VOLUME 10—*Continued.*

- 119.** Copies of Orders in Council affecting the Department of Agriculture. Presented by Hon. Mr. O'Leary, March 7, 1919. *Not printed*
- 120.** Order in Council P.C. 517, dated 7th March, 1919, appointing the Minister of Railways and Canals receiver of the Grand Trunk Pacific Railway System. Presented by Sir Thomas White, March 10, 1919. *Not printed.*
- 120a.** Copies of Papers concerning the Receivership of the Grand Trunk Pacific Railway System, as follows:—
 (a) Copies of the important correspondence passing between Grand Trunk officials and members of the Government in connection with the negotiations that were carried on.
 (b) Copies of communications between the Receiver and officials of the Grand Trunk Pacific;
 (c) Copies of certain communications that have passed between Grand Trunk officials and the Government since the passing of the Order in Council;
 (d) Copies of the Order and an amending Order dated March 13, 1919;
 (e) Balance sheets of the Grand Trunk Pacific Railway Company, and of its subsidiary companies, and statements of revenue and expenditure of the system. Presented by Sir Thomas White, March 31, 1919. *Not printed*
- 121.** Orders in Council respecting pay and allowances to ex-soldiers receiving treatment and training under the Soldiers' Civil Re-establishment. Presented by Mr. Clark (Bruce), March 10, 1919. *Not printed.*
- 122.** Orders in Council respecting Pensions. Presented by Mr. Clark (Bruce), March 10, 1919. *Not printed.*
- 123.** Ninth Annual Report of the Commission of Conservation for the year 1917. Presented by Hon. Mr. Rowell March 10, 1919. *Not printed.*
- 124.** Orders in Council affecting the Department of Customs. Presented by Hon. Mr. Reid, March 12, 1919. *Not printed*
- 125.** Certified copy of an Agreement between the Elgin and Havelock Railway Company and His Majesty the King. Presented by Hon. Mr. Reid, March 14, 1919. *Not printed.*
- 126.** Copies of a General Rule and Order amending a Rule of the Exchequer Court of Canada, pursuant to Section 88 of the Exchequer Court Act (R.S.C. 1906, Chap. 110). Presented by Hon. Mr. Burrell, March 18, 1919. *Not printed.*
- 127.** Return showing statements of Remissions and Refunds in Tolls and Duties, recorded in the Department of Secretary of State of Canada, year ending March 31, 1918. (Senate).
Not printed.
- 128.** Return to an Order of the House of the 18th April, 1918, for a Return showing:—
 1. If the Minister of Finance has issued certificates permitting the offer and sale of debentures in pursuance of the Order in Council, dated 22nd December, 1917, in relation thereto.
 2. If so, how many permits were granted or certificates issued.
 3. To what provincial governments, municipal corporations, school boards or other legally constituted bodies permits were granted or certificates issued.
 4. For what amount permits were granted and certificates issued, in each case.
 Presented, March 19, 1919. Mr. Trahan *Not printed*
- 128a.** Return to an Order of the House of the 2nd May, 1918, for a Return showing:—
 What municipalities have been authorized by the Minister of Finance to issue debentures on the market, since the Order in Council enacted in this respect. Presented March 19, 1919. Mr. Seymour. *Not printed*
- 128b.** Return showing: 1. If the Minister of Finance has refused to issue certificates permitting the offer and sale of debentures, in pursuance of the Order in Council, dated 22nd December, 1917, in relation thereto. 2. If so, how many permits or certificates have been refused. 3. What provincial governments, municipal corporations, school boards or other legally constituted bodies have been refused said permits or certificates, and what reasons, in each case, were given. 4. For what amount, in each case, authority was asked for. Presented March 19, 1919. Mr. Trahan *Not printed*
- 129.** Return showing: Referring to the item "Composition, Stereotype, Mats, shipping charges, etc. \$29,360.34," contained in the return of amounts paid for Victory Loan advertising: 1. To whom the said sum of \$29,360.34 was paid. 2. Whether the said sum or any portion thereof was paid under contract. 3. If so, with whom the contract was made, and what the particulars are thereof. Presented March 19, 1919. Mr. Murphy *Not printed*

CONTENTS OF VOLUME 10—Continued.

- 130.** Return to an Address to His Excellency the Governor General of the 20th March, 1918, for a copy of any treaty between Great Britain and the United States, permitting the conscription of British Subjects in the United States for military service and of American citizens residing in British Dominions. Presented March 19, 1919.—*Sir Wilfrid Laurier* *Not printed*
- 131.** Return to an Order of the Senate, dated the 21st March, 1918, showing, province by province, up to the 15th March, instant, in as many distinct columns:—1. The number of men of the first class liable to be called to military service at the date fixed by the Government's proclamation. 2. The number of those who have responded to this call, distinguishing: (a) Those who entered the service immediately. (b) Those who have applied for exemption from the service for one of the reasons stated in the Military Service Act. 3. Out of the number of the men conscripted, thus applying for exemption. (a) The number of those who have obtained complete exemption. (b) The number of those who have obtained temporary exemption. (c) The number of those whose applications were disallowed. (d) The number of those whose applications have not been taken into consideration (1) By the local exemption tribunals; (2) By the appeal tribunals. 4. The number of volunteers and conscripts actually in the service since the Military Service Act has been in force distinguishing: (a) Those who enlisted voluntarily. (b) Those who accepted conscription. (c) Those who were conscripted by the judgments of the tribunals. 5. The number of men belonging to the first class who never responded to the call.—(*The Senate*) *Not printed*.
- 132.** Return to an Order of the Senate, dated the 14th May, 1918, showing the number of exemptions asked for in each province, and also the number of appeals in each province from the decisions of the Judges by the Military authorities to the Central Appeal Judge.—(*The Senate*) *Not printed*.
- 133.** Return to an Order of the Senate, dated the 20th May, 1918, showing copies of all papers, letters, telegrams and communications or other documents in its possession in connection with the appointment or proposed appointment of one E. G. Bill, to a position in the Statistical Division of the Military Service Branch, Justice Department, under Colonel Machin, and any correspondence or statement of efforts made to ascertain if any returned soldiers of university training qualified to fill the aforesaid position if such officer be necessary.—(*The Senate*) *Not printed*.
- 134.** Report of the Proceedings of the Commissioners of Internal Economy of the House of Commons for the year 1917. Presented by Hon. Mr. Speaker, March 19, 1919. *Not printed*.
- 135.** Return to an Order of the House of the 13th May, 1918, for a copy of all documents or correspondence between the Hon. Albert Sévigny and the Director General of Government Railways or the Superintendent of said railways; also copy of the reports or inquiries held in connection with J. W. Boivin, Transcontinental Agent at St. Malachie, Dorchester County. Presented March 20, 1919.—*Mr. Cannon* *Not printed*.
- 136.** Return to an Order of the House of the 22nd April, 1918, for a Return giving an abstract of all claims, with the names of the claimants and the amount of each claim, made against the Department of Railways and Canals for breakage and pilferage on the Prince Edward Island Railway in 1917. Presented March 20, 1919.—*Mr. Sinclair (P.E.I.)* *Not printed*.
- 137.** Return to an Order of the House of the 22nd April, 1918, for a Return giving an abstract of all claims, with the names of the claimants and the amounts of each claim filed against the Department of Railways and Canals, on account of the freezing of shipments of potatoes on the Prince Edward Island Railway or on the docks at Charlottetown, Pictou, Summerside and Pointe du Chêne, during the year 1916. Also a return giving the same information for the year 1917, including the above-named railway and docks, the New Brunswick and Prince Edward Island Railway and the dock at Port Borden. Presented March 20, 1919.—*Mr. Sinclair, (P.E.I.)* *Not printed*.
- 138.** Partial Return to an Order of the House of the 25th March, 1918, for a return showing all the Commissions created since September, 1911, the names of the Chairman or Presidents and Members of the said Commissions, with the amounts expended in connection therewith including rents, furnishing, equipment, heat, light, salaries, travelling expenses, stationery, printing, advertising, telegrams, telephones, postage and all other expenses, as well as the reports made by the said Commissions. Presented March 20, 1919.—*Mr. Casgrain* *Not printed*.
- 138a.** The number and name of all Commissions appointed by Order in Council since the General Elections of 1911, giving date of each Order in Council, names of Commissioners, terms of service, amount paid to each of them, and total cost of each Commission.—(*The Senate*) *Not printed*.

CONTENTS OF VOLUME 10—*Continued.*

- 138b.** Supplementary Return to an Order of the House of the 25th March, 1918, for a return showing all the Commissions created since September, 1911, the names of the Chairman or Presidents and Members of the said Commissions, with the amounts expended in connection therewith, including rents, furnishing, equipment, heat, light, salaries, travelling expenses, stationery, printing, advertising, telegrams, telephones, postage and all other expenses as well as the reports made by the said Commissions. Presented June 26, 1919.—*Mr. Casgrain*.....*Not printed*
- 139.** Return to an Order of the House of the 29th April, 1918, for a copy of all correspondence between the City of Quebec, the Quebec Board of Trade and the Government with regard to the claims of the City of Quebec for terminals of the National Transcontinental Railway and other matters. Presented March 20, 1919.—*Mr. Laviqueur*.....*Not printed*
- 140.** Return to an Order of the House of the 24th April, 1918, for a copy of all documents, correspondence, papers, court proceedings and reports by the Honourable Justice Duff in reference to the investigation made by Judge Duff in the matter of Jules Gobell, of Baie St. Paul, against Magistrate A. Simard, of the said place. Presented March 20, 1919.—*Mr. Casgrain*.....*Not printed*
- 141.** Return to an Order of the House of the 26th May, 1918, for a copy of all letters, telegrams and correspondence generally exchanged between the Government and Mr. Justice Duff, Central Appeal Judge, during the last election campaign concerning the application and the administration of the Military Service Act in conjunction with the order in Council passed on December 3, 1917. Presented March 20, 1919.—*Mr. Brouillard*.....*Not printed*
- 142.** Return to an Order of the House of the 2nd May, 1918, for a Return showing:—1. How many military officers have been employed in the enforcement of the Military Service Act up to March 31, 1918, in each province. 2. How many civilians in each province. Presented March 20, 1919.—*Mr. Devlin*.....*Not printed*
- 143.** Return to an Order of the House of the 13th May, 1918, for a copy of all correspondence between the Registrar, R. Hart Nichols, under the Military Service Act, Halifax, N.S., and the Military Service Council or any member thereof, during the years 1917 and 1918, concerning non-compliance with the Military Service Act in Lunenburg County, N.S.; also for copy of all correspondence between the Military Service Council, or any member thereof, or the Minister of Justice, or the Deputy Minister of Justice and Mr. William Duff, M.P., Lunenburg, N.S., during the years 1917 and 1918; also a copy of any statements, affidavits and declarations now on file in the Military Service Council in respect of the administration of the Military Service Act in the County of Lunenburg and more particularly in respect of any alleged interference by Mr. William Duff with the proper enforcement of the said Act. Presented March 20, 1919.—*Mr. Currie*.....*Not printed*
- 144.** Return to an Order of the House of the 26th May, 1918, for a Return showing:—1. Whether private custom work is done at the Portsmouth Penitentiary by skilled convict workmen. If so, whether any allowance is made to said convicts for such work. 2. Whether walnut chairs were repaired and upholstered for P. Devlin, Immigration Officer at Kingston. If so, what the cost was to Mr. Devlin. 3. Whether several articles of furniture were made for and shipped to Mr. Dillon, Purchasing Agent for Penitentiaries. If so, what articles were shipped to Montreal and Ottawa for him, what their cost was, and by whom it was paid. 4. What articles were made or repaired and shipped to persons in Toronto, Renfrew, Ottawa, Kingston and New York by whose order, to whom sent, and the amount paid in each case. 5. What articles have been repaired or made for the Rev. McDonald and for the Roman Catholic Church at Portsmouth, what amount was paid for such work, by whom paid and when. 6. What articles of furniture have been made and repaired during the past two years (a) for officials of the penitentiary, (b) for persons other than officials, with the time and cost in each case. 7. Whether some statistics were copied by one of the convicts for the United States authorities. If so, how much was paid by the United States for said work, and what amount was placed to the credit of the convict who did the work. 8. Whether convicts have been ordered to make articles patented in the United States, the sole right for the manufacture of which had been sold to a firm in Canada, and whether convicts were ordered to make working drawings of the same for future use. Presented March 20, 1919.—*Mr. Edwards*.....*Not printed*
- 145.** Return to an Order of the House of the 15th May, 1918, for a Return showing:—1. The amount expended by the Government on Toronto Harbour since Confederation. 2. The amount of each protection as has been placed on the south shore of the Island, also cost of repairs to same. 3. To what extent the Island has been reduced since Confederation due to erosion. 4. What part or parts of the harbour front are controlled by the Dominion Government. Presented March 20, 1919.—*Mr. Foster, (York)*.....*Not printed*

CONTENTS OF VOLUME 10—*Continued.*

- 146.** Return to an Order of the House of the 20th May, 1918, for a copy of all accounts, vouchers, receipts, telegrams, particulars and correspondence of all kinds in any way referring to the expenditure of money by this Government at Friar Siding, under the foremanship of P. Doucette, during the months of October, November and December, 1917. Presented March 20, 1919.—*Mr. Chisholm* *Not printed.*
- 147.** Return to an Order of the House of the 20th May, 1918, for a copy of all letters, telegrams, vouchers, accounts and all documents in any way referring to the expenditure of money in repairs on the Margaree Breakwater, by the Department of Public Works, during the years 1916-17 and 1917-18. Presented March 20, 1919.—*Mr. Chisholm* *Not printed.*
- 148.** Return to an Address to His Excellency the Governor General of the 18th April, 1918, for a copy of the correspondence concerning the resignation of Commissioner Perry, C.M.G., as head of Royal Northwest Mounted Police. Presented March 20, 1919.—*Mr. Lemieux* *Not printed.*
- 149.** Return to an Order of the House of the 21st March, 1918, for a copy of all letters, telegrams and other papers concerning the steamer service between Montreal, Quebec and the various harbours of Gaspé. Presented March 20, 1919.—*Mr. Lemieux* *Not printed.*
- 150.** Return to an Order of the House of the 24th April, 1918, for a copy of all correspondence and documents exchanged between the Minister of Justice and his Department and their representatives in Montreal in connection with obtaining the release on bail, and arranging bail and security for one Charles, alias Ti-Noir Desjardins. Also a copy of all correspondence with the Minister of Justice and his Department and their representatives in Montreal and elsewhere, and all other documents in connection with obtaining the release of and giving bail and security on behalf of the same man recently in Montreal. Presented March 21, 1919.—*Mr. Casgrain* *Not printed.*
- 151.** A detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (2nd April, 1918) submitted to the Parliament of Canada under Section 32 of Chapter 19, of the Revised Statutes of Canada, 1906. Presented by Hon. Mr. Burrell, March 25, 1919. *Not printed.*
- 152.** Return to an Address to His Excellency the Governor General of the 29th April, 1918, for a copy of all Orders in Council and instructions given by the Minister in charge in connection with the work of Mr. M. E. Nicholls, Director of Public Information for Canada; along with a copy of all telegrams, letters, statements and articles sent out by Mr. Nicholls since assuming the position of Director of Public Information; and also copy of the mailing list of the individuals or companies to whom this information was sent. Presented March 26, 1919.—*Mr. Casgrain* *Not printed.*
- 153.** Return showing:—1. The amount spent by the Government for each of the canals of Canada since Confederation. 2. The cost of the upkeep of each of these canals, and what receipts have been received from each of them. Presented March 26, 1919. *Mr. Casgrain* *Not printed.*
- 154.** Report of the Military Service Council on the administration of the Military Service Act, 1917, with Supplementary Report showing the progress which has been made in obtaining recruits under the Military Service Act, to April 15, 1918. Presented by Hon. Mr. Meighen, March 27, 1919. *Not printed.*
- 155.** Return to an Order of the House of the 19th March, 1919, for a copy of all correspondence between the Customs Department and the Customs House authorities at the port of Sutton-Aberdeen touching the dismissal of William Lassonde. Presented March 28, 1919.—*Mr. McMaster* *Not printed.*
- 156.** Return to an Order of the House of the 19th March, 1919, for a return showing the names of all persons employed up to March 1, 1919, in connection with the work of the Repatriation Committee, giving the class of work each person is doing, their salary or wages, the living or other expenses paid, and the former occupation of each person, along with a statement showing what other work, if any, said persons are employed in. Presented March 28, 1919.—*Mr. Proulx* *Not printed.*
- 157.** Return to an Order of the House of the 19th March, 1919, for a copy of all papers and correspondence regarding the Commission granted to Canadian officers during the present war. Presented March 31, 1919.—*Mr. Casgrain* *Not printed.*
- 158.** Return to an Order of the House of the 24th March, 1919, for a Return showing:—1. The names of the one hundred and thirty-three persons who were prosecuted during the years 1913, 1914, 1915, 1916, 1917, 1918 and 1919, for having been found in possession of, or for selling, adulterated maple sugar. 2. The amounts of the fines in each case. Presented March 31, 1919.—*Mr. Boyer* *Not printed.*

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- 159.** Return to an Order of the House of the 24th March, 1919, for a Return showing:—1. The names of the one hundred and twenty-seven persons who were prosecuted during the years 1913, 1914, 1915, 1916, 1917, 1918 and 1919, for having been found in possession of, or for selling, adulterated maple syrup. 2. The amounts of the fines in each case. Presented March 31, 1919.—*Mr. Boyer*.....*Not printed.*
- 160.** Return to an Order of the House of the 24th March, 1919, for a Return showing:—1. The total expenses in connection with the Victory Loan campaign of 1918 in Prince Edward County, Ontario. 2. Number of clerks employed in connection with the said campaign in the said county. 3. Amount paid to each, and of such amount, how much was for salary and how much for travelling expenses. Presented March 31, 1919.—*Mr. Proulx*.....*Not printed.*
- 161.** Return to an Order of the House of the 24th March, 1919, for a Return showing:—1. The total amount paid by the Canadian Government for the rental of offices and other space, in the Cities of Montreal, Ottawa and Quebec, as well as in all the different provinces of the Dominion, to put in force the Military Service Act. 2. The names of the proprietors or landlords from whom the said offices or places were leased. 3. The names of the lawyers who attended to and helped The Honourable Mr. Justice Duff, in Ottawa, in the disposal of the appeals made under the Military Service Act, last year, and how much they were paid. Presented March 31, 1919.—*Mr. Casagran*.....*Not printed.*
- 162.** Return to an Order of the House of the 25th March, 1918, for a Return showing:—1. Who the contractors are for the transportation of His Majesty's Mails in the County of Dorchester. 2. What sums they receive annually for this work. 3. When the contracts in each case were given, and upon whose recommendation. 4. When each of these contracts terminates. Presented March 31, 1919.—*Mr. Cannon*.....*Not printed.*
- 163.** Return to an Order of the House of the 13th May, 1918, for a copy of the contract made between the Government of Canada and Mr. Mosher, of Feltzen South, in the County of Lunenburg, for the carrying of His Majesty's mails between Feltzen South and Rose Bay, in the County of Lunenburg. Said contract being executed during the month of September, October or November, 1917, and having as one of the bondsmen on the said contract Mr. Wm. Duff, of Lunenburg, in the County of Lunenburg. Presented March 31, 1919.—*Mr. Currie*.....*Not printed.*
- 164.** Return to an Order of the House of the 19th March, 1919, for a Return showing:—1. The number of times the Military Service Act, 1917, was amended by Order in Council. 2. The dates and the numbers of the said Orders in Council. Presented March 31, 1919.—*Mr. Tobin*.....*Not printed.*
- 165.** Return to an Order of the House of the 20th March, 1919, for a Return showing:—1. The number of men of military age who have been condemned to terms of imprisonment for infractions of the Military Service Act, 1917, in each of the nine provinces of Canada. 2. The number of the said men who have been released from prison before the expiration of their terms. 3. Their names, where they were imprisoned and the length of their respective sentences. Presented March 31, 1919.—*Mr. Fontaine*.....*Not printed.*
- 166.** Average number of men employed on the Dominion Police Force during each month of the year 1918, and of their pay and travelling expenses, pursuant to Chapter 92, Section 6, Subsection 2, of the Revised Statutes of Canada. Presented by Hon. Mr. Melchén, April 1, 1919.....*Not printed.*
- 167.** Return to an Order of the House of the 19th March, 1919, for a Return showing:—1. The amount of the public debt of Canada on the 21st September, 1911. 2. New loans made by the Dominion of Canada since said date, indicating for each of said loans: (a) the date; (b) the amount; (c) the rate of interest; (d) the name of the place where such loan was floated; (e) the date of purchase; (f) the object for which said additional loans were made. 3. The amount of the public debt on the 19th March, 1919. 4. The result obtained through the last National Loan in Canada, indicating the amount subscribed in each Province. 5. Of the amount raised through the last National Loan, what sums were expended (a) for war purposes, (b) for other purposes. 6. How much the floating of our last National Loan cost, giving the figures in detail. Presented April 1, 1919.—*Mr. Vio*.....*Not printed.*
- 168.** Return to an Order of the House of the 19th March, 1919, for a Return showing:—1. The cost to the Government for advertising and printing in connection with the Victory Loan of 1917, giving amounts for advertising and printing separately. 2. The cost to the Government for advertising and printing in connection with the Victory Loan of 1918, giving amounts for advertising and printing separately. 3. Amount paid in connection with said loans for 1917 and 1918. 4. The cost in connection with the campaign for the said Victory Loans of 1917 and 1918. Presented April 1, 1919.—*Mr. Duff*.....*Not printed.*

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- 169.** Return to an Order of the House of the 19th March, 1919, for a Return showing:—1. How many appointments have been made to the Civil Service by the Civil Service Commission since the passing of the Civil Service Act of 1918. 2. How many of these appointments were given to returned soldiers who had served overseas in the actual theatre of war. 3. How many were given to those who had not served in the actual theatre of war. 4. What was the aggregate, also the average salaries pertaining to both classes referred to in questions two and three. Presented April 1, 1919.—*Mr. Sutherland.* *Not printed.*
- 170.** Return to an Order of the Senate, dated the 26th March, 1919, showing the cost of enforcing of the National Service Act, of the Military Service Act, and of the Order in Council establishing the Canada Registration Board.—(*The Senate.*) April 2, 1919. *Not printed.*
- 171.** Return to an Order of the House of the 26th March, 1919, for a Return showing:—1. Who the Director of Vocational Training is. His salary. His profession. What special training he has had to fit him as "Director of Vocational Training." 2. How many units for Vocational Training there are in Canada. How many officers in each unit, and at what salary. Their profession or training. 3. The cost of administration. (a) at Ottawa; (b) at each unit. The cost for maintenance. Total cost per year. Estimated cost for coming fiscal year. 4. Number of applications for training received. Number from boys under age. Number refused training because they have been under age. 5. Whether Vocational Training Branch gives an agricultural course. Whether Land Settlement Board gives an agricultural course. Presented April 3, 1919.—*Mr. Stevens.* *Not printed.*
- 172.** Return to an Order of the House of the 19th March, 1919, for a copy of all letters, telegrams and other documents exchanged between any Department of the Government and any person or persons, relative to charges of sedition made against Bishop Budka, of Winnipeg. Presented April 3, 1919.—*Mr. Blake.* *Not printed.*
- 173.** Return to an Address of the Senate, dated the 21st of March, 1918 containing statements showing in detail the expenditure made in connection with the last elections, the conscription law, and the National Service, up to the 1st of March, and that the said Address be presented to His Excellency the Governor General by such members of this House as are members of the Privy Council.—(*The Senate.*) April 3, 1919. *Not printed.*
- 174.** Return to an Order of the House of the 31st March, 1919, for a Return showing:—1. The names of the canvassers for the Victory Loan of 1918 in South East Grey, and amount paid each as commission. 2. Amounts paid to Toronto brokerage firms for commissions in connection with the said Victory Loan, and the names of such firms. Presented April 4, 1919.—*Mr. Proulx.* *Not printed.*
- 174a.** Return to an Order of the House of the 10th April, 1919, for a Return showing:—1. To what firms or brokers, in the Province of Quebec, brokerage was paid by the Government in connection with the last Victory Loan. 2. Amount paid to each. Presented April 23, 1919.—*Mr. Proulx.* *Not printed.*
- 174b.** Return to an Order of the House of the 31st March, 1919, for a Return showing:—1. Into how many districts the Dominion was divided for the purpose of the flotation of the Victory Loan. 2. The number of persons employed in each district, and their names. 3. The exact expenditure incurred by each district association. 4. Amount each organizing or canvasser received. 5. What brokers were employed throughout the Dominion. 6. The actual amount of bonds credited to each broker. 7. What remuneration each received. Presented April 30, 1919.—*Mr. Power.* *Not printed.*
- 175.** Return to an Order of the House of the 24th April, 1918, for a copy of all letters, petitions and communications received by the Acting Postmaster General or any official of his Department in reference to the closing of the Post Office at Le Blancville, in the County of Westmorland, New Brunswick. Presented April 4, 1919.—*Mr. Copp.* *Not printed.*
- 176.** Return to an Order of the House of the 24th April, 1918, for a Return showing:—1. The names and addresses of the different deputy returning officers, enumerators, janitors and lessées of polls in the election of December 17, 1917, in the County of Las-somption and Montcalm. 2. Amount paid to each of the above parties for his services in said election. 3. Whether all these accounts are paid. 4. If not, which yet are unpaid, and why they have not been settled. Presented April 4, 1919.—*Mr. Seguin.* *Not printed.*
- 177.** Return to an Order of the House of the 15th April, 1918, for a Return showing:—1. What sums have been expended since the beginning of the war by the Government, on advertising, in connection with (a) Voluntary recruiting, (b) Government loans,

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(c) Production of foodstuffs, including advertisement in relation to the Food Controller's Office or Canada Food Board, (d) Military Service Act, and (e) Fuel Controller's Office. 2. What rates were paid, and whether they were the ordinary or usual commercial rates. 3. What papers received these advertisements, and what amount to each. He also laid before the House, by command of His Excellency the Governor General,—Tenth Annual Report of the Civil Service Commission of Canada, for the year ending August 31, 1918. Presented April 7, 1919.—*Mr. Pedlow.*

Not printed.

178. Return to an Order of the House of the 19th March, 1919, for a copy of the Marconi Wireless Company's contract with the Department of Naval Service, showing the date the contract was made and signed. Presented March 8, 1919.—*Mr. Tobin.*

Not printed.

- 178^a. Supplementary Return to an Order of the House of the 19th March, 1919, for a copy of the Marconi Wireless Company's contract with the Department of Naval Service, showing the date the contract was made and signed. Presented April 15, 1919.—*Mr. Tobin.*

Not printed.

179. Return to an Order of the House of the 7th April, 1919, for a Return showing:—1. The present duties of the Censor's Department. 2. The men employed, and their salaries. 3. Whether any of them have other occupations. 4. How many of them are former newspaper men, and what their names are. 5. Whether any further need of a cable censor in Canada. 6. The cost of the Censor's Office per year. Presented March 8, 1919.—*Mr. Pedlow.*

Not printed.

180. Return to an Order of the House of the 24th March, 1919, for a Return showing:—1. The total amount of the damages caused by accidents which have occurred on the Intercolonial Railway, between Moncton and Lévis, since the 1st November, 1918, to residents' and Government property, respectively. 2. Whether any lives were lost as a result of such accidents. If so, how many. Presented March 8, 1919.—*Mr. Bourassa.*

Not printed.

181. Report of the Canada Registration Board, 1918. Presented by Hon. Mr. Rowell, April 9, 1919.

Not printed.

182. Return to an Order of the House of the 2nd April, 1919, for a Return giving a detailed statement of the number of bank mergers in Canada since October 1, 1911, up to date, together with a copy of all petitions and correspondence opposing same. Also, the names of banks affected thereby. Presented April 9, 1919.—*Mr. Lemieux.*

Not printed.

183. Return to an Order of the House of the 27th March, 1919, for a Return showing:—1. Whether the Government increased the salaries of its civil servants in the County of Dorchester during the year 1917. 2. If so, the names of the officials and employees who received increases, giving the date of each increase. 3. On whose recommendation these increases were made. Presented April 9, 1919.—*Mr. Cannon.*

Not printed.

184. Copy of Order in Council, P.C. 781, dated 9th April, 1919, appointing a Royal Commission to investigate industrial relations and submit a report as to how they may be improved. Presented by Sir Thomas White, April 9, 1919.

Not printed.

- 184^a. Copy of Order in Council, P.C. 670, dated 4th April, 1919,—Defining the scope of the Commission recently appointed to consider labour relations in Canada. Presented by Sir Thomas White, April 14, 1919.

Not printed.

- 184^b. Report of Commission appointed under Order in Council (P.C. 670) to inquire into Industrial Relations in Canada, together with a Minority Report. Presented by Sir Robert Borden, July 1, 1919.

Not printed.

185. Memorandum No. 5, respecting work of the Department of Militia and Defence—European War—from January 1, 1918, to October 31, 1918. Presented by Hon. Mr. Mewburn, March 10, 1919.

Not printed.

186. Return to an Order of the House of the 7th April, 1919, for a Return showing: 1. The total amount of the domestic Dominion War Loans subscribed to date. 2. The amount thereof subscribed by each province of the Dominion. 3. The amount of deposits in the banks at the close of the fiscal year next prior to the date of the first of such loans. 4. The amount of deposits in Canadian Banks according to the last issued statement, and the date of such statement. Presented April 11, 1919.—*Mr. Middleton.*

Not printed.

187. Copy of Order in Council P.C. 690, dated 2nd April, 1919, re agreement between the Dominion of Canada and the Kingdom of Roumania respecting a credit for twenty-five million dollars (\$25,000,000). Presented by Sir Thomas White, April 11, 1919.

Not printed.

CONTENTS OF VOLUME 10—*Continued.*

- 188.** Copy of Order in Council, P.C. 800, dated 10th April, 1919, requesting His Majesty to issue letters patent to each of the following named persons:—
 The Right Honourable Sir Robert Borden, a Member of His Majesty's Most Honourable Privy Council, G.C.M.G., K.C., M.P., Prime Minister of the Dominion of Canada;
 The Right Honourable Sir George Eulas Foster, a Member of His Majesty's Most Honourable Privy Council, G.C.M.G., M.P., Minister of Trade and Commerce of the Dominion of Canada;
 The Honourable Arthur Lewis Sifton, K.C., M.P., Minister of Customs and Inland Revenue of the Dominion of Canada;
 The Honourable Charles Joseph Doherty, K.C., M.P., Minister of Justice of the Dominion of Canada; naming him and appointing him as Commissioner and Plenipotentiary in respect of the Dominion of Canada, with full power to sign any treaties concluded at the Peace Conference. Presented by Hon. Mr. Rowell, April 11, 1919. *Not printed.*
- 189.** Return to an Order of the House of the 9th March, 1919, for a Return showing:—1. If a man named Cooke was employed by the Immigration Branch of the Interior Department, or by the Minister of Immigration and Colonization, during the past year. 2. If so, what his duties were, and what remuneration he received, or is to receive. 3. Whether the said Cooke, in the capacity of a Government employee, visited Immigration Offices and Immigration Officials in the West. If so, whether he made any changes therein. 4. What changes were made, what the names of the officials are who were retired, given different positions, or newly employed. 5. Under what authority the said Cooke performed the mission referred to. 6. Whether the said Cooke is still in the employ of the Minister of Immigration and Colonization. If so, what duties he is now performing. 7. Whether the said Cooke is the Sheriff at Regina. Presented April 11, 1919.—*Mr. Murphy*. *Not printed.*
- 190.** Return to an Order of the House of the 3rd April, 1919, for a Return showing:—1. Amount paid to J. S. Wilson, of Hanover, Registrar for South East Grey, in connection with the Dominion Registration in June, 1918. 2. The names of the Deputy Registrars and their assistants who received payment for services in connection with the Dominion Registration of June, 1918, in the County of South East Grey, Ont. Presented April 14, 1919.—*Mr. Proulx*. *Not printed.*
- 191.** Return to an Order of the House of the 31st March, 1919, for a copy of all letters, telegrams and other correspondence between the Militia Department and the Aetna Chemical Company of Canada, Limited, concerning a contract for explosives. Presented April 14, 1919.—*Mr. Brouillard*. *Not printed.*
- 192.** Return to an Order of the House of the 19th March, 1919, for a Return showing:—1. The names and present addresses of the last three hundred appointees to the Inside Civil Service, whose appointments were made by the Civil Service Commission. 2. In what Departments they were placed when appointed, and the salary paid in each case. Presented April 14, 1919.—*Mr. Boyer*. *Not printed.*
- 193.** Return to an Order of the House of the 3rd April, 1919, for a Return showing:—1. Number of men enlisted under the provisions of the Military Service Act, 1917, in each of the nine provinces of Canada, who had been sent or were on their way overseas on November 11, 1918. 2. Number of enlisted under the provisions of the Military Service Act, 1917, in each of the nine provinces of Canada, who had been sent or had left their respective training barracks to be sent to Siberia on November 11, 1918. Presented April 14, 1919.—*Mr. Tobin*. *Not printed.*
- 194.** Return to an Order of the House of the 24th March, 1919, for a copy of all telegrams, letters, order papers or other correspondence in any way connected with the discharge of cargoes of the vessels *J. M. Rafuse* and *W. F. Davidson*, in the year 1918, in New York Harbour. Presented April 14, 1919.—*Mr. Sinclair, (Antigonish)*. *Not printed.*
- 195.** Return to an Order of the House of the 7th April, 1919, for a copy of the evidence given in the arbitration at Toronto in 1918, with respect to the value of Canadian Northern Railway common stock taken over by the Government. Presented April 15, 1919.—*Mr. Mackie, (Edmonton)*. *Not printed.*
- 195a.** Return to an Order of the House of the 7th April, 1919, for a copy of all reports made, or letters written, by Graham A. Bell with respect to Canadian Northern Railway common stock, and also in connection with or leading up to the arbitration in 1918 with respect to the value of such common stock. Presented April 15, 1919.—*Mr. Mackie, (Edmonton)*. *Not printed.*

CONTENTS OF VOLUME 10—*Continued.*

- 196.** Return to an Order of the House of the 31st March, 1919, for a copy of all letters, telegrams and other correspondence between the Honourable N. W. Rowell, President of the Privy Council, and Commissioner R. H. Pringle, K.C., in any way relating to the Pulp and Paper Inquiry conducted by the said Commissioner. Presented April 15, 1919.—*Mr. Tobin*.....Not printed.
- 197.** Also.—Return to an Order of the House of the 19th March, 1919, for a Return showing—1. Whether the Canadian authorities have been in supreme command of the Canadian Naval vessels since the outbreak of hostilities. 2. How many vessels comprised the Canadian Naval Service on December 31, 1914, 1915, 1916, 1917 and 1918, respectively. Presented April 15, 1919.—*Mr. Tobin*.....Not printed.
- 198.** Return to an Order of the House of the 7th April, 1919, for a Return showing, according to the latest available figures, the population of each of the four western provinces and of the cities of Victoria, Vancouver, Calgary, Edmonton, Regina, Saskatoon, Brandon and Winnipeg. Presented April 16, 1919.—*Mr. Middlebrook*.....Not printed.
- 199.** Return showing.—1. The value of, rate of duty on, and customs duty collected on, agricultural implements imported into Canada during the fiscal year ending March 31, 1914, and during the last fiscal year for which the figures are available, respectively. 2. The rate of duty on, amount of duty collected on, and number and value of, each of the following agricultural implements imported into Canada during each of the above periods: reapers, mowers, binders, thrashing machines, separators, ploughs, harrows, horse-drawn seed drills, farm tractors, fanning mills, internal combustion engines other than tractors, wagons, buggies, cutters, sleighs, cream separators and wind mills. 3. What proportion of the above were imported through ports of entry in the four western provinces, and the duty paid thereon. 4. The number and value of such articles exported from Canada during the said two years respectively. 5. The number and value of automobiles imported into the four western provinces in the fiscal years ending March 31, 1914 to 1918, respectively, inclusive, and the duty paid thereon. Presented April 16, 1919.—*Mr. Middlebrook*.....Not printed.
- 200.** Statement of Expenditure by the Honourary Advisory Council for Scientific and Industrial Research during the fiscal year ending 31st March, 1918. Presented by Hon. Mr. Macleod April 23, 1919.....Not printed.
- 201.** Report of the Honourable Mr. Justice Morrison in the case of the wreck of the SS. *Princess Sophia*. Presented by Hon. Mr. Ballantyne, April 23, 1919.....Not printed.
- 202.** Return to an Order of the House of the 19th March, 1919, for a copy of all correspondence, petitions and other papers concerning the Steamer Service between Magdalen Islands and Pictou, N.S. Presented April 23, 1919.—*Mr. Lemieux*.....Not printed.
- 203.** Return to an Address to His Excellency the Governor General of the 19th March, 1919, for a copy of the Order in Council authorizing the audit of public terminal elevators and copy of the Auditor's report. Presented April 23, 1919.—*Mr. Stevens*, Not printed.
- 204.** Return to an Order of the House of the 19th March, 1919, for a Return showing—1. The number of Canadian soldiers who enlisted under the provisions of the Military Service Act, 1917, and are now in Siberia. 2. Whether any of the said soldiers objected to doing military service in Siberia. 3. If so, to whom such objections were referred. 4. The ruling given upon said objections. Presented April 23, 1919.—*Mr. Tobin*.....Not printed.
- 205.** Copies of Order in Council, P.C. 869, dated 22nd April, 1919, respecting allowances to be paid to Soldier Settlers who are taking agricultural training. Presented by Hon. Mr. Meighen, April 25, 1919.....Not printed.
- 205^a.** Copy of Order in Council, P.C. 912, dated 1st May, 1919, amending Order in Council, P.C. 869, dated 22nd April, 1919, respecting allowances to be paid to Soldier Settlers who are taking agricultural training. Presented by Hon. Mr. Meighen, May 19, 1919.....Not printed.
- 206.** Return to an Order of the House of the 21st March, 1919, for a copy of all letters, telegrams, correspondence and other documents exchanged between the Starch Manufacturers of Prince Edward Island and the Finance Department, or any other Department of the Government, in 1911, in reference to the then proposed reciprocity agreement between Canada and the United States. Presented April 25, 1919.—*Mr. Read*, (Pictou).....Not printed.
- 207.** Return to an Order of the House of the 20th March, 1919, for a Return showing—1. The amount of money paid by the Government for advertising to the *Moncton Transcript*, *Acadian Recorder*, *Marathon Chronicle*, *Halifax Herald*, and *Evening Mail*, during the year 1918. 2. The amounts, if any, paid to the said newspapers during the same year for printing. Presented April 25, 1919.—*Mr. Duff*.....Not printed.

CONTENTS OF VOLUME 10—*Continued.*

- 207a.** Supplementary Return to an Order of the House of the 20th March, 1919, for a Return showing:—1. The amount, if any, paid by the Government for advertising to the *Moncton Transcript*, *Acadian Recorder*, *Morning Chronicle*, *Halifax Herald*, and *Evening Mail*, during the year 1918. 2. The amounts, if any, paid to the said newspapers during the same year for printing. Presented June 2, 1919.—*Mr. Duff*.*Not printed.*
- 208.** Return to an Order of the House of the 19th March, 1919, for a Return showing:—1. The amount paid the *Bridgewater Bulletin*, of Bridgewater, Nova Scotia, for advertising since January 1, 1912. 2. The amount paid the *Daily and Weekly News*, of Lunenburg, Nova Scotia, for advertising since January 1, 1912. Presented April 25, 1919.—*Mr. Duff*.*Not printed.*
- 209.** Return to an Order of the House of the 20th March, 1919, for a Return showing:—1. What quantity of soap was purchased by the Government from the Palm Olive Company in 1917 and 1918. 2. The price paid for same. Presented April 25, 1919.—*Mr. Lemieux*.*Not printed.*
- 210.** Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amounts, if any, paid by the Government to the *Winnipeg Telegram* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented April 25, 1919.—*Mr. Mayrand*.*Not printed.*
- 210a.** Supplementary Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amounts, if any, paid by the Government to the *Winnipeg Telegram* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Mayrand*.*Not printed.*
- 211.** Return to an Order of the House of the 6th May, 1918, for a Return showing:—1. The amount paid for sending cablegrams by each Department of the Government for the year ending March 31, 1918. 2. What has been paid by each of the several departments for sending telegrams and telephone messages. 3. Whether the Government or any department thereof receives a special rate, or whether the full commercial rate is paid in connection with sending cablegrams, telegrams and telephone messages. 4. If not, whether it is the intention of the Government to endeavour to arrange for a special rate. Presented April 28, 1919.—*Mr. Sutherland*.*Not printed.*
- 212.** Return to an Order of the House of the 6th May, 1918, for a Return showing:—1. The amount paid by the Government to each of the following newspapers:—*Charlottetown Guardian*, *Charlottetown Examiner*, *Island Patriot*, *Summerside Journal*, *Agriculturist*, *Pioneer and Farmer*, *Charlottetown Herald*, *Charlottetown Watchman*, from the 1st of August, 1914, to the 1st of January, 1918. 2. The portion of the amount so paid for advertising in connection with the war. Presented April 28, 1919.—*Mr. Read (Prince)*.*Not printed.*
- 213.** Return to an Order of the House of the 7th April, 1919, for a Return showing:—1. The nature of the irregularities of which Major L'Heureux is charged in connection with the administration of the 167th Battalion. 2. Whether the Government is aware that the Adjutant of the said Battalion, Captain J. A. Poirier, who shared the Commanding Officer's confidence, was not at all disquieted, but, on the contrary, was sent overseas immediately after the termination of Lieut.-Colonel Readman's trial. 3. The charges alleged against the said Major L'Heureux and who investigated said charges. 4. Whether Major L'Heureux was called upon to enter a plea of defence. 5. Whether the Government is aware that on several occasions said Major L'Heureux demanded an investigation, and that the reply was that there was nothing for which to reproach him. Presented April 28, 1919.—*Mr. Savard*.*Not printed.*
- 214.** Return to an Order of the House of the 18th April, 1918, for a Return showing:—1. The number of clerks employed during each year from 1911 to 1917 in the following Post Offices: Victoria, Vancouver, Regina, Edmonton, Winnipeg, Toronto, Ottawa, Hamilton, Montreal, Quebec, Fredericton and Halifax. 2. What sums have been paid as salaries to the clerks of the above offices in each year of the said period. Presented April 28, 1919.—*Mr. Déchene*.*Not printed.*
- 215.** Return to an Order of the House of the 1st May, 1918, for a Return showing:—(a) Whether the Canadian Government Railways Employees Magazine, published at Moncton, N.B., is owned by the Government; (b) if so, the names of the Editor, Business Manager, Advertising Solicitor, and of other persons engaged in connection with the magazine and the amounts of salary or other remuneration paid to them, respectively, since its establishment; (c) the positions, if any, such persons also occupy in the Canadian Government Railways Service, and what salaries they receive in such service; (d) the revenue and expenditure in connection with the publication of the magazine from its inception to December 31, 1917, showing separately the amounts received from advertising, subscriptions, and from other sources respectively, also separately the amounts disbursed for personal service, printing and other expenses of publication; (e) the sums of money paid by the Government or by the Canadian

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Government Railways in connection with the publication of the magazine with dates and amounts and showing for what purposes such payments were made; (f) a copy of the copies of licence between the Minister of Railways and Canals, any officials of that Department, particularly the Purchasing Agent, the General Manager and other officials of the Canadian Government Railways and any officials or employees of the Magazine and of all correspondence from the Minister or from any officials of the Department or from any officials of the Canadian Government Railways for the purpose of inducing manufacturers and others to advertise in the magazine; and (g) whether the Post office Department has admitted the Magazine to second-class postal privileges, and if so, on what date, and whether such privileges extend only to copies sent to bona fide subscribers or if they include copies supplied gratuitously to Canadian Government Railways officials and employees. Presented April 28, 1919.—*Mr. Bureau.*
Not printed.

- 216.** Return to an Order of the House of the 24th March, 1919, for a Return showing:—1. The staff and personnel employed at Quebec, Que., for the Soldiers' Civil Re-establishment. 2. Their respective names, domiciles and salaries. 3. Which of them are returned soldiers, and what services they performed in the Canadian Expeditionary Force. 4. How many demands were made by returned soldiers at Quebec in connection with their civil re-establishment, giving: (a) Name of claimant; (b) His place of origin; (c) The nature and date of his demand; (d) The adjudication in each case, and date. Presented April 29, 1919.—*Mr. Vion.**Not printed.*
- 217.** Return to an Address to His Excellency the Governor General, of the 19th March, 1919, for a copy of all correspondence between the Minister of Trade and Commerce or any officials of the Government and the Board of Grain Supervisors and Board of Grain Commissioners regarding the commandeering of wheat in 1916, and a copy of the Order in Council authorizing same. Presented April 29, 1919.—*Mr. Stevens.*
Not printed.
- 218.** Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Ottawa Journal* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented April 29, 1919.—*Mr. Deslauriers.**Not printed.*
- 218a.** Return to an Order of the House of the 24th March, 1919, for a Return showing:—1. Amount paid to the *Ottawa Journal* and *Ottawa Journal-Press* for Government printing, advertising and job work from 1896 to 1911, inclusive. 2. Amounts paid to *Ottawa Journal* and *Ottawa Journal-Press* for Government printing, advertising and job work in each of the years 1912, 1913, 1914, 1915, 1916, 1917 and 1918. Presented May 14, 1919.—*Mr. Edwards.**Not printed.*
- 218b.** Supplementary Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Ottawa Journal* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Deslauriers.* . . .*Not printed.*
- 219.** Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Hamilton Spectator* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented April 29, 1919.—*Mr. Deslauriers.* . . .*Not printed.*
- 219a.** Supplementary Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Hamilton Spectator* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented April 29, 1919.—*Mr. Deslauriers.* . . .*Not printed.*
- 220.** Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Ottawa Citizen* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented April 29, 1919.—*Mr. Deslauriers.**Not printed.*
- 220a.** Supplementary Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Ottawa Citizen* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Deslauriers.* . . .*Not printed.*
- 221.** Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Toronto World* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented April 29, 1919.—*Mr. D'Amour.**Not printed.*
- 221a.** Supplementary Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Toronto World* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. D'Amour.* . . .*Not printed.*

CONTENTS OF VOLUME 10—Continued.

- 222.** A collection of Reports by the Imperial Government on Bolshevism in Russia Presented by Hon. Mr. Rowell, April 29, 1919.*Not printed*
- 223.** Return to an Order of the Senate dated May 22, 1918. That an humble Address be presented to His Excellency the Governor General, praying that His Excellency will cause to be laid upon the Table of the Senate a return of copies of all papers, letters, telegrams, memorials, petitions or other communications or documents in the possession of the Government or in that of His Honour the Speaker of the House of Commons, which may be available, in connection with the recent delegation from the farmers of Canada to present certain public and national questions and issues to the attention of the Cabinet and of the Parliament of Canada.—(*The Senate*.) April 29, 1919.*Not printed.*
- 224.** Return to an Order of the Senate dated 26th March, 1919, showing:—1. (1) Whether the Government has divested itself of all aerodromes, airships and air service plant. (2) Also, whether such property is retained by the Government, where it is situated, and of what does it consist. 2. (1) Also, is there any air service organization or personnel in Canada acting under the Government; and (2) If there is: (a) of what persons does it consist; (b) what is the qualification and rank of each person; (c) where are they respectively located; (d) what is each person's duty.—(*The Senate*.) April 29, 1919.*Not printed.*
- 225.** Return to an Order of the House of the 24th March, 1919, for a copy of all telegrams, letters, correspondence, petitions and other documents in any way referring to the appointment of a postmaster at Port Hawkesbury, during the years 1918 and 1919. Presented April 30, 1919.—*Mr. Chisholm*.*Not printed.*
- 226.** Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Toronto Mail and Empire* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented April 30, 1919.—*Mr. Proulx*.*Not printed.*
- 226a.** Supplementary Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Toronto Mail and Empire* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Proulx*.*Not printed.*
- 227.** Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Toronto Star* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented April 30.—*Mr. Deslauriers*.*Not printed*
- 227a.** Supplementary Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Toronto Star* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Deslauriers*.*Not printed.*
- 228.** Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Montreal Star* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented April 30, 1919.—*Mr. Mayrand*.*Not printed*
- 228a.** Supplementary Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Montreal Star* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Mayrand*.*Not printed.*
- 229.** Copy of an agreement between His Britannic Majesty's Government and the Government of the French Republic respecting British War Graves in France, signed at Paris November 26, 1918. Presented by Hon. Mr. Rowell, April 30, 1919.*Not printed.*
- 230.** Mr. Rowell, a Member of the King's Privy Council, laid before the House.—Copy of Order in Council, P.C. 2144, dated 2nd September, 1918, re application of the St. Lawrence River Power Company to construct certain works in the South Sault Channel of the St. Lawrence River.
P.C. 2145, dated 2nd September, 1918, appointing the Hon. Arthur Meighen, Minister of the Interior, and Hon. A. L. Sifton, Minister of Customs and Inland Revenue, to represent the Government of Canada at a conference with the representatives of the United States Government concerning the application of the St. Lawrence River Power Company.
P.C. 2509, dated 12th October, 1918.—Copy of report re result of negotiations concerning the application of the St. Lawrence River Power Company, and also in reference to the Order of the International Joint Commission authorizing the St. Lawrence River Power Company to construct certain works in the South Sault Channel of the St. Lawrence River.

CONTENTS OF VOLUME 10—Continued.

Copy of the Order of the said International Joint Commission authorizing the construction of the said works dated September 4, 1918. Interim Order and Opinion of International Joint Commission in the matter of the application of the St. Lawrence River Power Company for the approval of the construction and maintenance of a submerged weir in the South Channel of the St. Lawrence River near the mouth of its power canal at Massena, New York. Statement of the Case of the Government of the Dominion of Canada on such application. Presented by Hon. Mr. Rowell May 1, and 3, 1919.*Printed for distribution and sessional papers.*

- 230a.** Interim Order, Opinions of, and Hearings before the International Joint Commission in the matter of the application of the St. Lawrence River Power Company, for the approval of the construction and maintenance of a submerged weir in the south channel of the St. Lawrence River near the mouth of its power canal at Massena, New York. Presented by Hon. Mr. Rowell, May 14, 1919.
- 231.** Copy of the Order of the International Joint Commission, in the matter of the measurement and apportionment of the St. Mary and Milk Rivers and their tributaries in the State of Montana and the Provinces of Alberta and Saskatchewan. Presented by Hon. Mr. Rowell, May 20, 1919.*Not printed.*
- 232.** Return to an Order of the House of the 28th April, 1919, for a copy of Mrs. Hambleton's report, dated in the month of May, 1918, and relating to Canadian flour mills. Presented May 1, 1919.—*Mr. Archambault.**Not printed.*
- 233.** Return to an Order of the House of the 27th March, 1919, for a Return showing:—Amount expended by the Government on newspaper advertising since August 4, 1915. Presented May 31, 1919.—*Mr. Sinclair.**Not printed.*
- 233a.** Supplementary Return to an Order of the House of the 27th March, 1919, for a Return showing:—Amount expended by the Government on newspaper advertising since August 4, 1915. Presented June 2, 1919.—*Mr. Sinclair (Antigonish).**Not printed.*
- 234.** Return to an Order of the House of the 7th April, 1919, for a copy of all correspondence in connection with the lease of the Government Fish Drier at Souris, Prince Edward Island, including copy of the advertisement calling for tenders on the 15th day of May, 1914, and a copy of the lease. Presented May 24, 1919.—*Mr. McIsaac.**Not printed.*
- 235.** Return to an Order of the House of the 19th March, 1919, for a copy of all letters, telegrams, petitions and other documents in any way referring to a proposed mail route from Eden Siding to Marble Mountain, Inverness County, N.S. Presented May 1, 1919.—*Mr. Chisholm.**Not printed.*
- 236.** Communication from the Senate of Belgium to the Speakers of the Senate and House of Commons of Canada

(Translation)

BRUSSELS, BELGIUM, April 30, 1919.

The Speaker of the House of Commons,

The Speaker of the Senate,

Ottawa

MR. SPEAKER, I beg to send you and request you to communicate to the Assembly over which you preside the text of the motion unanimously adopted by the Senate during its session of Tuesday, April 29, 1919.

The Senate of Belgium affected by the vote of the Paris Conference which disavows the claims of the City of Brussels to become the seat of the League of Nations, seriously oppressed by the distressing condition to which the country has been reduced by this most cruel war and convinced that the numberless ruins which cover its territory cannot be restored by its own national resources, most anxiously appeals to your Assembly and implores it to intervene with the greatest possible energy in order to obtain that the solemn promises of prompt and complete restoration so frequently reiterated be now carried out in the spirit of broad equity and generous compensation which inspired them.

Relying upon the sentiments of solidarity which unite all civilized nations and upon the assurances of sincere and profound sympathy which your Assembly so kindly gave to Belgium, the Senate counts upon obtaining from your Assembly its powerful aid and effective intervention in support of the legitimate and necessary demands emanated from the Paris Conference for the restoration of this country.

Please accept, Mr. Speaker, the assurance of my greatest respect.

(Signed) Baron de PAVEREAU,

President of the Senate

Presented to Hon. Mr. Speaker May 1, 1919.

Not printed.

CONTENTS OF VOLUME 10—*Continued.*

- 237.** Return to an Order of the House of the 23rd April, 1919, for a copy of all correspondence, telegrams and other documents exchanged between Mr. L. D. Hara, Acting Superintendent of the Welland Ship Canal, and the Department of Railways and Canals and Justice Department, relative to the seizure of two cars of coal by the Fuel Controller of Thorold, Ont. Presented May 2, 1919.—*Mr. Fraser*... ..Not printed.
- 238.** Return to an Order of the House of the 23rd April, 1919, for a copy of all correspondence, telegrams and other documents exchanged between Mr. L. D. Hara, Acting Superintendent of the Welland Ship Canal, and the Minister of Railways and Canals or any other person in the said Department relative to notice being served on Mrs. W. Thomas, of Thorold, Ont., to vacate her residence. Presented May 2, 1919.—*Mr. Fraser*... ..Not printed.
- 239.** Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Manitoba Free Press* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented May 2, 1919.—*Mr. Mayrand*... ..Not printed.
- 239a.** Supplementary Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Manitoba Free Press* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Mayrand*...Not printed.
- 240.** Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Halifax Herald* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented May 2, 1919.—*Mr. Proulx*... ..Not printed.
- 240a.** Supplementary Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Halifax Herald* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Proulx*... ..Not printed.
- 241.** Return to an Order of the House of the 23rd April, 1919, for a return showing how many acres of public land have been given to railway companies in the Dominion of Canada by the Federal Government from 1878 to the present time, and also showing how many acres were granted in each year during the above period of time. Presented by Hon. Mr. Meighen, May 2, 1919... ..Not printed.
- 242.** Return to an Order of the House of the 14th April, 1919, for a copy of all documents, correspondence and plans relating to the proposed construction of the Montreal Harbour Commissioners' bridge, extending from the City of Montreal to the South Shore. Presented May 5, 1919.—*Mr. Deslauriers*... ..Not printed.
- 243.** Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Toronto News* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented May 5, 1919.—*Mr. Proulx*... ..Not printed.
- 243a.** Supplementary Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Toronto News* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Proulx*... ..Not printed.
- 244.** Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Toronto Globe* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented May 5, 1919.—*Mr. Deslauriers*... ..Not printed.
- 244a.** Supplementary Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Toronto Globe* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Deslauriers*...Not printed.
- 245.** Return to an Order of the House of the 23rd April, 1919, for a copy of all telegrams, letters and other correspondence exchanged between L. D. Hara or other persons connected with the Welland Ship Canal and the Department of Railways and Canals relative to the drowning of Michael Koebel, Lock Tender at Port Colborne. Presented May 5, 1919.—*Mr. Fraser*... ..Not printed.
- 246.** Report of the Director of the Military Service Branch on the operation of the Military Service Act, 1917. Presented by Hon. Mr. Meighen, May 6, 1919... ..Not printed.

CONTENTS OF VOLUME 10—Continued.

- 246a.** Copy of a letter from Mr. Justice Duff, Central Appeal Judge, respecting his appreciation of the work of Mr. S. L. Dale Harris as Central Public Representative in connection with the administration of the Military Service Act. Presented by Sir Robert Borden, June 24, 1919. *Not printed.*
- 247.** Return to an Order of the House of the 14th April, 1919, for a copy of all documents relating to the investigation made by His Honour, Judge F. S. McLennan, in the matter of the soldiers' votes which were deposited at the St. John Barracks, in connection with the General Elections held on the 17th December, 1917; also a copy of the report thereon by the investigating commissioner, comprising the evidence and exhibits relating thereto, and copy of the correspondence and telegrams between the said Commissioner and members of the Government, together with statements of accounts in connection therewith. Presented May 6, 1919.—*Mr. Archambault.*
Not printed.
- 248.** Return to an Order of the Senate dated March 25, 1919, showing:—1. Copies of all Orders in Council for the years 1915, 1916, 1917 and 1918 giving authority for the free importation of machinery and manufactured products or for importation at a lesser rate of duty than provided for in the customs tariff. 2. Classification of machinery or manufactured products so imported. 3. The value thereof. 4. Port or ports of entry. 5. Country of origin.—(*The Senate.*) May 6, 1919. *Not printed.*
- 249.** Return to an Order of the House of the 28th April, 1919, for a Return showing:—1. Quantity of tons of lead pipe, or waste lead pipe, imported into Canada from United States during 1918, and at what ports of entry. 2. Quantity of tons of the different sizes, more particularly 4-inch pipes, so imported. 3. The names of the firms in the United States so exporting. 4. The names of the firms in Canada so importing. Presented May 7, 1919.—*Mr. Lemieux.* *Not printed.*
- 250.** Return to an Order of the House of the 2nd April, 1919, for a copy of all correspondence, letters, telegrams and recommendations relating to the appointment of a keeper of Free Stone Island light-house, County of Richmond, Nova Scotia, in the year 1918. Presented May 7, 1919.—*Mr. Duff.* *Not printed.*
- 251.** Return to an Order of the House of the 31st March, 1919, for a Return showing amounts paid by the Government for advertising in the following papers: *Dundalk Herald, Flesheron Advance, Markdale Standard, Durham Chronicle, Hanover Post, and Grey (Durham) Review* during the year ending March 26, 1919. Presented May 7, 1919.—*Mr. Proulx.* *Not printed.*
- 252.** Return to an Order of the House of the 31st March, 1919, for a Return showing amounts paid the *Toronto Globe* and *Toronto Star*, respectively, for Government advertising during the year ending March 26, 1919. Presented May 7, 1919.—*Mr. Proulx.*
Not printed.
- 252a.** Supplementary Return to an Order of the House of the 31st March, 1919, for a Return showing amounts paid the *Toronto Globe* and *Toronto Star*, respectively, for Government advertising during the year ending March 26, 1919. Presented June 2, 1919.—*Mr. Proulx.* *Not printed.*
- 253.** Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amounts, if any, paid by the Government to the *Montreal Gazette* for printing, advertising, job or other work for each of the following five fiscal years: 1911, 1913, 1916, 1917, 1918. Presented May 8, 1919.—*Mr. Mayrand.* *Not printed.*
- 253a.** Supplementary Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amounts, if any, paid by the Government to the *Montreal Gazette* for printing, advertising, job or other work for each of the following five fiscal years: 1911, 1913, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Mayrand.* *Not printed.*
- 254.** Return to an Order of the House of the 16th April, 1919, for a copy of all correspondence, telegrams, and other documents in connection with the application of the Shell Transport and Trading Company for the grant of certain oil lands. Presented May 12, 1919.—*Mr. Lemieux.* *Not printed.*
- 255.** Report of the Minister of Defence, Military Forces of Canada, 1918. Presented by Sir Edward Kemp, May 12, 1919. *Not printed.*
- 256.** Return to an Order of the House of the 12th May, 1919, for a copy of the lease or leases granting the use of some 10,000 acres of land of the St. Peter's Indian Reserve for a term of five years, from the first of May, 1918, to Charles Bird and Jacob Johnson, of St. Peter's, and Rufus Stephen Benson and Rufus Henriksen of Selkirk. Presented May 14, 1919.—*Mr. Robb.* *Not printed.*

CONTENTS OF VOLUME 10—Continued.

- 257.** Return to an Order of the House of the 19th March, 1919, for a Return showing:—1. The amount of money the Government has spent during the last twelve months advertising in the daily and weekly papers and periodicals or magazines (a) in Canada, and (b) outside of Canada. 2. Whether the Government paid a higher rate for this advertising than if they had placed it through the regular advertising agencies. Presented May 14, 1919.—*Mr. Pedlow* *Not printed.*
- 257a.** Supplementary Return to an Order of the House of the 19th March, 1919, for a Return showing:—1. The amount of money the Government has spent during the last twelve months advertising in the daily and weekly papers and periodicals or magazines (a) in Canada, and (b) outside of Canada. 2. Whether the Government paid a higher rate for this advertising than if they had placed it through the regular advertising agencies. Presented June 2, 1919.—*Mr. Pedlow* *Not printed.*
- 258.** Copies of contracts with respect to the reconstruction of the Parliament Building. Presented by Hon. Mr. Carvell, May 15, 1919. *Not printed.*
- 259.** Return to an Order of the House of the 28th April, 1919, for a Return showing:—1. The number of Canadian Officers belonging to the Canadian Expeditionary Force promoted to the rank of Brigadier-General since the beginning of the war, to date. 2. Their names, the military rank which they held at the time they left for overseas, and the military district to which they belong. Presented May 19, 1919.—*Mr. Provost*.
Not printed.
- 260.** Return to an Order of the House of the 23rd April, 1919, for a copy of all correspondence, petitions and other documents concerning the prosecution entered against Mr. Ben H. Spence, Secretary of the Ontario Branch of the Dominion Alliance, for publishing objectionable matter. Presented May 19, 1919.—*Mr. Lemieux* *Not printed.*
- 261.** Return to an Order of the House of the 7th May, 1919, for a Return showing:—1. Names of the private cars that were in the wreck on the Toronto and Ottawa train (Canadian National Railways, 21st-22nd April last), and the name of the respective Minister to which each private car is assigned. 2. Who paid for the attendance, transportation and supplies for these private cars respectively, during the trip. 3. The amount of damage which resulted from this wreck for each private car and by whom the said damage will be paid. 4. Number of private cars used by Ministers and high officials of the Government, the name of each car, and the name of each Minister and high official using same. 5. How many of these private cars, if any, have been used from time to time since 1911, by members of the family of the Ministers or high officials exclusively for social and pleasure trips. Presented May 19, 1919.—*Mr. D'Anjou* *Not printed.*
- 262.** Return to an Order of the House of the 16th April, 1919, for a Return showing:—1. Amount paid by the Government to the Canadian Press Association during the calendar year 1918. 2. Whether the advertising for the last Victory Loan was distributed to the newspapers directly by the Department of Finance, or through advertising agencies. 3. If through advertising agencies, how much was paid in commissions to the advertising agents. 4. The total cost of advertising the last Victory Loan. Presented May 19, 1919.—*Mr. Sinclair, (Antigonish)* *Not printed.*
- 263.** Return to an Order of the House of the 12th May, 1919, for a Return showing:—1. Name of the Deputy Minister of the Department of Soldiers' Civil Re-Establishment. 2. When he was appointed. 3. His salary. 4. Whether he is a returned soldier. 5. If not, whether any attempt was made to obtain the services of a returned soldier. 6. Whether the present Deputy Minister has any special qualifications which would fit him to deal with returned men and their problems. 7. What educational experience the present Deputy Minister has. 8. Whether he is familiar with principles of education. 9. Why Mr. Sedgeworth resigned from the position of Director of Vocational Training. 10. Whether Mr. Sedgeworth had any disagreement with the Minister or Deputy Minister on matters of policy affecting the welfare of returned men. 11. Number of people employed on the Publicity Staff of the Department of Soldiers' Civil Re-Establishment, and salary paid to each. 12. Amount expended by this Department during the past six months for publicity purposes. 13. Whether it is true that only returned officers are offered the higher positions in this Department. 14. Whether the previous appointments held by Mr. Sedgeworth and Mr. Robinson were made through the Civil Service Commission. 15. Whether the position of Secretary of the Pension Board has been advertised. Presented May 19, 1919.—*Mr. Power*.
Not printed.
- 264.** Return to an Order of the House of the 19th March, 1919, for a Return showing:—1. The total number of men recruited during the war, combatants and non-combatants, (a) in the whole of Canada; (b) in each province. 2. The total number of men recruited during the war in Canada, (a) as per nationality; (b) as per religion; (c) as per nationality provincially; and (d) as per religion provincially. 3. The total

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number of men disfranchised in Canada, (a) in the whole of Canada; (b) in each province. 4 The total number of men and women engaged in war work, (a) in Canada, (b) in each province. Presented May 20, 1919.—*Mr. Blake*... *Not printed*

265. Return to an Order of the House of the 23rd April, 1919, for a copy of the report made by Lt. Jarvis, R.C.N., in regard to the steamer *Stadacona*. Presented May 21, 1919.—*Mr. Duff*... *Not printed*

- 265a. Return to an Order of the House of the 7th May, 1919, for a Return showing:—1 Whether H.M.C.S. *Stadacona* was repaired by the Halifax Shipyards, Ltd., during the summer of 1918. 2 If so, why repairs were necessary. 3 Cost of the repairs. 4 Whether the *Stadacona* struck a rock on the Cape Breton coast during the year 1918. 5 If so, who was held responsible for the striking of sand rock. 6 How many times during the war the *Stadacona* has been aground. 7 Where the vessel was during the month of July, 1917. 8 Whether she, during July, 1917, took a party of Naval Officers to Labrador. 9 If so, the purpose of this trip. 10 Whether the ship was in constant communication with the Naval authorities during that trip. 11 Whether the *Stadacona* was used as a yacht, or to provide living accommodation for any officers in the Canadian Naval Service during 1917 or 1918. Presented May 30, 1919.—*Mr. D'Amboise*... *Not printed*

266. Return to an Order of the House of the 5th May, 1919, for a Return showing:—1 Value of farm implements exported during the years 1912, 1913, 1914, 1915, 1916, 1917 and 1918. 2 To which countries the said implements were exported, and who the exporters were. 3 Whether any tractors were exported. Presented May 20, 1919.—*Mr. Dechen*... *Not printed*

267. Return to an Order of the House of the 23rd April, 1919, for a copy of all correspondence, petitions and other papers concerning the proposed acquisition by the Dominion Government of the Gaspé Railway System. Presented May 28, 1919.—*Mr. Lemieux*... *Not printed*

268. Return to an Order of the House of the 19th March, 1919, for a return showing the names, post office addresses, length of service, date of appointment, and yearly remuneration of all fishery guardians in the Province of Nova Scotia, along with a list of the names of the parties by whom the said guardians were recommended. Presented May 28, 1919.—*Mr. Sinclair*, (Antigonish)... *Not printed*

269. Report of The War Trade Board, from 8th February, 1918 to 31st March, 1919. Presented by Hon. Mr. Maclean, May 28, 1919.
Printed for distribution and sessional papers.

270. Return to an Order of the Senate, dated May 13, 1919, showing:—1 A copy of the evidence taken on an inquiry of the Department of Railways through the claims agent at Moncton, New Brunswick, into the claim of Mrs. Annie Gilroth, of Tracadie, Nova Scotia, widow, for damages to her property by water claimed to have been caused by the narrowing of the railway bridges opposite said property. 2 The names of the witnesses examined. 3 The time spent at said examination. 4 The place where said examination was held. 5 Whether the claimant was present or was represented by counsel at said inquiry. 6 Whether the claimant was given notice of said inquiry. 7 What length of notice was given claimant previous to the date set for said inquiry. 8 A copy of the decision of the Legal Department of Railways with regard to said claim. (The Senate). May 29, 1919... *Not printed*

271. Return to an Order of the House of the 19th March, 1919, for a copy of all correspondence, letters and other documents exchanged between the Government or any Department or Commission thereof and Lieutenant-Commander J. K. L. Ross, relating to appointment to the staff of the Board of Pension Commissioners, by the Civil Service Commission. Presented May 30, 1919.—*Mr. Kay*... *Not printed*

- 271a. Return to an Order of the House of the 25th April, 1919, for a copy of all correspondence, letters and other documents exchanged between the Government or any Member thereof, or any Department or Commission thereof, and the Board of Pension Commissioners or any Member thereof, relative to appointments to the staff of the Board of Pension Commissioners by the Civil Service Commission. Presented July 5, 1919.—*Mr. Kay*... *Not printed*

272. Return to an Order of the House of the 5th May, 1919, for a copy of all correspondence between the Government and the City of Quebec and other stockholders in Quebec, London, New York and elsewhere with reference to the proposed purchase by the Government of the majority stock of the Quebec and Lake St. John Railway and of the Grand Northern Railway of Canada, now forming part of the mileage of the Canadian Northern Railway operated by the Government. Presented May 30, 1919.—*Mr. Larigue*... *Not printed*

CONTENTS OF VOLUME 10—(Continued).

- 272a.** Return to an Order of the House of the 23rd April, 1919, for a copy of all correspondence, between the Government, the City of Quebec and other shareholders of the Great Northern Railway Company of Canada and the Quebec and Lake St. John Railway, as to the acquisition by the Government of the minority holdings of the stock in these railways, which are now being operated by the Government as part of the Canadian National Railway System. Presented May 30, 1919.—*Mr. Larigueur*. *Not printed.*
- 272b.** Supplementary Return to an Order of the House of the 5th May, 1919, for a copy of all correspondence between the Government and the City of Quebec and other stockholders in Quebec, London, New York and elsewhere, with reference to the proposed purchase by the Government of the minority stock of the Quebec and Lake St. John Railway and of the Great Northern Railway of Canada, now forming part of the mileage of the Canadian Northern Railway operated by the Government. Presented June 19, 1919.—*Mr. Larigueur*. *Not printed.*
- 273.** Return to an Order of the House of the 8th May, 1919, for a copy of all telegrams, letters, petitions and other documents, exchanged between the Post Office Department and any person in Inverness County during 1918 and 1919, in any way referring to the mail contract for carrying the mails from Inverness Railway Station to Margaree Harbour, N.S. Presented May 30, 1919.—*Mr. Chisholm*. *Not printed.*
- 274.** Return to an Order of the House of the 7th May, 1919, for a Return showing:—1. The reef cost for Canadian trawler *Vimy* during the year 1918. 2. Whether the firm of Burns & Keeler, Halifax, did any work on trawler *Vimy*. 3. If so, amount paid for such work. 4. How long trawler *Vimy* was in Halifax during the year 1918. 5. What the duties of that vessel were in Halifax. Presented May 30, 1919.—*Mr. D'Injou*. *Not printed.*
- 275.** Reports, Returns and Statistics of the Food and Drug Laboratories of the Department of Trade and Commerce, for the fiscal year ended March 31, 1919. Presented by Hon. Mr. Maclean, June 2, 1919. *Not printed.*
- 276.** Final Report of the Fuel Controller, from the establishment of the office in June, 1917, to March, 1919. Presented by Hon. Mr. Maclean, June 2, 1919. *Not printed.*
- 277.** Return to an Order of the House of the 22nd May, 1919, for a Return showing:—1. Whether any orders for the purchase of fish for shipment overseas were placed with any companies in Canada by the Canadian Government, or any department thereof, or the War Purchasing Commission, in the years 1915, 1916, 1917, 1918, 1919. 2. If so, what the names of the companies are, and the value of the orders placed with each. Presented June 2, 1919.—*Mr. Steele*. *Not printed.*
- 277a.** Return to an Order of the House of the 15th May, 1919, for a Return showing the quantities of fresh (frozen) and salt fish shipped from Canada to England, France and other allied countries overseas, under the direction of the Canadian Government, during the war, distinguishing between salt and fresh fish; also setting forth the quantities supplied to the Canadian troops overseas and the quantity sold to the ordinary consumer; also a statement in detail showing the names and Post Office addresses of the parties from whom the said fish was purchased and the prices paid therefor, respectively. Presented June 21, 1919.—*Mr. Sinclair (Antigonish)*. *Not printed.*
- 278.** Return to an Order of the House of the 26th May, 1919, for a Return showing:—1. Whether Hadley B. Tremaine, M.P., for Hants, is in the employ of the Government of Canada or in any way connected with the Military Forces of Canada. 2. If so, when he was first appointed. 3. In what capacity he is so engaged, and what salary he receives. 4. Pay received from the outbreak of the war up to and including the 12th day of May, 1919. 5. Whether the wife of the said Hadley B. Tremaine is in receipt of separation allowance. If so, how much she has received to date. 6. If the said Hadley B. Tremaine was and is in receipt of pay from the Military Forces of Canada, whether he was and is in receipt of his indemnity as member of the Parliament of Canada. Presented June 2, 1919.—*Mr. D'Angou*. *Not printed.*
- 279.** Report on Export of Electricity from Canada, and Report of the Power Controller Presented by Hon. Mr. Maclean, June 2, 1919. *Not printed.*
- 280.** Return to an Order of the House of the 19th March, 1919, for a copy of all papers and correspondence concerning the installation of wireless equipment upon the steamers built or to be built for the Government as well as a copy of all tenders submitted and contracts executed in that connection since August 1, 1914. Presented June 5, 1919.—*Mr. McMaster*. *Not printed.*
- 281.** Letter of the Honourable T. A. Cramer, M.P., to the Right Honourable the Prime Minister resigning his position as Minister of Agriculture and the letter of the Prime Minister in acknowledgment thereof. Presented by Sir Robert Borden, June 6, 1919. *Not printed.*

CONTENTS OF VOLUME 10—Continued.

- 282.** Return to an Order of the House of the 9th April, 1919, for a Return showing:—1. How many attorneys residing and practising in the City of Montreal have been employed by the Government during the fiscal year which expired on March 31, 1919. 2. Their names and how much each one was paid for services rendered. Presented June 9, 1919.—*Mr. Tobin*.....*Not printed.*
- 283.** Return to an Order of the House of the 21st May, 1919, for a Return showing:—1. Amounts paid to Morrison's Limited, or D. A. Morrison, Amherst, Nova Scotia, for supplies for the military camps and the Internment Camp at that place during the years 1915-16, 1916-17, 1917-18 and 1918-19. 2. Amounts paid Edgar F. Fannon, Amherst, Nova Scotia, during the above mentioned years. 3. From whom coal has been purchased for the Military Barracks, Armoury and Internment Camp at Amherst, Nova Scotia, during the above mentioned years. 4. Cost per ton for coal so supplied. Presented June 9, 1919.—*Mr. Chisholm*.....*Not printed.*
- 284.** Return to an Order of the House of the 28th May, 1919, for a Return showing:—1. Number of applications for divorce bills received since Confederation. 2. Number of divorce bills passed during the same period. 3. Number of applications for divorce bills passed during the present Session. 4. Number of divorce bills passed during the present Session. 5. Whether fees have been remitted in connection with same. 6. If so, in how many cases. Presented June 9, 1919. *Mr. Lemieux*.....*Not printed.*
- 285.** Return to an Order of the House of the 4th June, 1919, for a Return showing:—1. Amount of goods free of duty, imported by the Dominion Steel Corporation, Limited, into Canada pursuant to contract based on Order in Council, P.C. 758. 2. The nature of these goods. 3. Whether of raw material or manufactured goods. Presented June 9, 1919.—*Mr. Gauthier*.....*Not printed.*
- 286.** Return to an Order of the House of the 19th May, 1919, for a Return showing:—1. Whether any prizes were taken by the H.M.S. *Niobe* during the war. 2. If so, how many and their estimated value. Presented June 9, 1919.—*Mr. Sinclair*.....*Not printed.*
- 287.** Return to an Order of the House of the 28th May, 1919, for a copy of all correspondence, petitions, resolutions and other documents in the possession of the Government relating to the establishment of abattoir and cold storage facilities at Halifax, N.S. Presented by Hon. Mr. Burrell, June 11, 1919.....*Not printed.*
- 288.** Return to an Order of the House of the 5th June, 1919, for a Return showing:—1. Whether the Government ordered a rebate of 22 per cent off the amount of duty paid on sulphide pulp imported by the Fort Francis Pulp and Paper Company, of Fort Francis, Ontario, in 1918. 2. If so, how much revenue the Government lost in consequence of the said Order. 3. Object of the Order in Council authorizing this Rebate of Customs duty and at whose request the said Order was passed. 4. How much of such rebate has been applied to reducing the price of newsprint paper to the Western newspaper publishers, and how much the Fort Francis Pulp and Paper Company has been allowed to retain. 5. In view of the fact that auditors, acting on behalf of the Government, have reported that the prices charged for paper by Canadian book paper manufacturers to Canadian publishers are not unreasonable, why the Paper Controller is permitted to make a further drain upon public funds by an additional enquiry into the cost of producing such paper. 6. At whose instigation this new investigation is undertaken. Presented June 11, 1919.—*Mr. Murphy*.....*Not printed.*
- 289.** Return to an Order of the House of the 1st May, 1919, for a Return showing:—1. The number of persons (not corporations) who paid income tax under clause 4 of the Income War Tax Act, 1917, upon incomes (a) exceeding \$100,000; (b) between \$50,000 and \$100,000; (c) between \$20,000 and \$50,000; (d) between \$20,000 and \$20,000; (e) between \$10,000 and \$20,000; (f) between \$5,000 and \$10,000 and (g) under \$5,000. 2. The total sum collected from each of the above categories. Presented June 11, 1919.—*Mr. Ames*.....*Not printed.*
- 290.** Certified copy of an agreement between His Majesty the King and the Moncton and Riverview Railway Company, Limited, relating to the purchase of the said railway. Presented by Hon. Mr. Reid, June 12, 1919.....*Not printed.*
- 291.** Statement of Rents payable by the Department of Public Works throughout the Dominion of Canada, chargeable to "War Appropriation." Presented by Hon. Mr. Carvell, June 12, 1919.....*Not printed.*
- 292.** Return to an Order of the House of the 26th March, 1919, for a copy of all letters, notices, petitions, correspondence and documents of all kinds in the Post Office Department, relating in any way to charges against the present Postmaster of Brook Village, Inverness County, Nova Scotia, during the last four years. Presented June 12, 1919.—*Mr. Chisholm*.....*Not printed.*

CONTENTS OF VOLUME 10—Continued.

- 293.** Return to an Order of the House of the 5th June, 1919, for a Return showing:—1. Referring to page 381 of the Report of the Ministry Overseas Military Forces of Canada, 1918, and to the Chapter entitled, "Canadian Army Medical Corps." Whether Lieutenant-Colonel Jenkins was named by Sir Edward Kemp and the Sub. Militia Council, or by either of them, under Order No. 31, to investigate and report upon the financial or other dealings of the Canadian Army Medical Service in Europe. 2. Whether the said Lieutenant-Colonel Jenkins made progress reports from time to time. If so, whether such progress reports were sent to Sir Edward Kemp's London Office. 3. Whether the said Jenkins, (a) Made a full and final report to Sir Edward Kemp, and (b) Whether the said full and final report was received by the Minister in or about the month of November, 1918. 4. If so, after receiving the said final report, whether Sir Edward Kemp had an interview with the said Colonel Jenkins at which a copy of the said report was produced, and after discussion retained by Sir Edward Kemp. 5. Whether the said report disclosed incompetence, neglect, and the wasting of large sums of money in the Canadian Army Medical Service Overseas. 6. Whether the said Order No. 31 and the final report of Colonel Jenkins will be laid on the table of the House. If so, when. 7. Whether there is any objection to the said Order or Report being produced. If so, what the objection is. Presented June 13, 1919.—*Mr. Murphy.*
Not printed.
- 294.** Report of the Civil Service Commission on the Classification of the Civil Service of the Dominion of Canada, as authorized by the Parliament of Canada. Presented by Hon. Mr. Maclean, June 17, 1919.*Printed for distribution.*
- 294.** Report of the Civil Service Commission on the Classification of the Civil Service of the Dominion of Canada, as authorized by the Parliament of Canada.—(French copy). Presented by Hon. Mr. Maclean, June 26, 1919.*Printed for distribution.*
- 294a.** Report of Transmission to accompany the Classification of the Civil Service of Canada, describing the schedules for the classification of positions and the standardization of compensation, etc. Presented by Hon. Mr. Maclean, June 26, 1919.
Printed for distribution.
- 295.** Return to an Order of the Senate dated May 9, 1919, showing:—Copies of charges and accounts of foundry companies in Nova Scotia against Department of Naval Service for hull repairs and supplies and engine room repairs and supplies H.M.C.S. *Canada*, in fiscal year 1918-19. (*The Senate*).*Not printed.*
- 296.** Return to an Order of the House of the 11th June, 1919, for a Return showing:—1. Amount paid by the Government to the Canadian Car & Foundry Company, Limited, for the use of the Mailable Iron Works, so called, at Amherst, Nova Scotia, as an Internment Camp for alien prisoners. 2. Whether this property is held under lease. If so, when the lease will terminate. 3. Whether there are any outstanding accounts with the above named company against the Government. If so, the nature of these accounts and the respective amounts thereof. Presented June 19, 1919.—*Mr. Copp.**Not printed.*
- 297.** Return to an Order of the House of the 11th June, 1919, for a Return showing:—1. In how many cases the Honourable Albert Sévigny, K.C., of Montreal, was employed to represent the Government or any Department thereof, at Montreal, or any other place in the Province of Quebec, between the 1st of April, 1918, and the 1st of May, 1919. 2. Amount paid by the Government to the said Honourable Albert Sévigny for his services in each case. Presented June 19, 1919.—*Mr. Lanctôt.**Not printed.*
- 298.** Copy of Order in Council, P.C. 1127, dated 28th May, 1919, respecting a credit of six million dollars to Italy for the purchase of frozen beef now in storage in Canada. Presented by Hon. Mr. Maclean, June 21, 1919.*Not printed.*
- 299.** Progress Reports of the Medical Services, Overseas Military Services of Canada, from January 1, 1917, to March 31, 1919. Presented by Hon. Mr. Calder, June 21, 1919.
Not printed.
- 300.** Return to an Order of the House of the 4th June, 1919, for a Return showing:—1. Referring to page 459 of the Report of the Ministry Overseas Military Forces of Canada, 1918, and to paragraph (c) Topical Films; what the total amount paid for the films in question was. 2. Whether such payment was made by or through the Canadian War Records Office in London. If not, by whom such payment was made. 3. To whom such payment was made. 4. Whether the said films, or moving pictures were exhibited in Canada and elsewhere. If so, in what countries. 5. Whether an admission fee was charged at each of such exhibitions. If so, what the total cash proceeds were and to whom the money was paid. 6. Whether the Canadian Government has received the whole, or any part of the said cash proceeds. If not, what action, if any, has been taken to recover the money. 7. Whether the said films were given, sold, leased, or otherwise disposed of to a private company. If so, the terms and

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the names of the members of such company. 8 Whether it is true, as alleged in certain English papers, that the cost of the Canadian War Paintings which were exhibited in England, was defrayed out of the proceeds of the exhibition of the said films or moving pictures. If so, who had the custody of the funds if they were not turned over to the Government. 9 Whether the Famous Players Film Company had any connection with any of the matters hereinbefore enquired about. If so, what and on what terms. Presented June 21, 1919—*Mr. Murphy*. *Not printed.*

301. Return to an Address to His Excellency the Governor General of the 24th April, 1918, for a copy of the correspondence and all papers generally exchanged between the Canadian Government, the Imperial authorities and certain portions of His Majesty's Commissions with a view to give effect to the conclusions of the Dominion Royal Commission. Presented June 22, 1919—*Mr. Lacombe*. *Not printed.*

302. Return to an Order of the House of the 4th June, 1919, for a copy of the report made by Mr. DeSève, local superintendent of the Department of Public Works, relating to the wharf at Quebec East, also copy of the petition showing the names of the persons who signed requesting the construction of said wharf; also copy of the reports, letters, petitions and requests received from J. A. Tremblay respecting said wharf. Presented June 22, 1919—*Mr. Gauthier*. *Not printed.*

303. Correspondence relating to the resignation of Lieut-Colonel F. McKelvey Bell, M.D., as Inspector of Medical Services. Presented by Sir Robert Borden, June 21, 1919. *Not printed.*

304. Return to an Order of the House of the 7th April, 1919, for a copy of all correspondence, petitions and other papers concerning the parole or pardon of one Charles McMillan, one Pearson, and one Heaton, sentenced to a certain term of imprisonment in the Alberta Penitentiary. Presented June 26, 1919—*Mr. Mackie, (Edmonton)*. *Not printed.*

305. Copy of an opinion given by the Minister of Justice *re* Interprovincial traffic in intoxicating liquor, and copy of an opinion given by the Acting Deputy Minister of Justice on the same subject. Presented by Sir Robert Borden, June 27, 1919. *Not printed.*

306. Third Report of the War Purchasing Commission, covering period from April 1, 1918, to March 31, 1919. Presented by Sir Robert Borden, July 1, 1919. *Not printed.*

307. Return to an Order of the House of the 30th April, 1919, for a Return showing the number of conscientious objectors still in jail for contravention of the Military Service Act. Presented July 1, 1919—*Mr. Lemieux*. *Not printed.*

308. Return to an Order of the House of the 23rd June, 1919, for a Return showing: 1. Fees granted by the Federal Pension Commissioners during the year ending December 31, 1918. 2. Number of pensions refused by said Board during 1918. 3. Whether a member of the Board of Pension Commissioners examined each case before granting or disallowing the same. 4. Whether the granting or disallowing of claims was signed by a member of the said Board, and individually checked by them. 5. Number of complaints regarding pensions made to the said Board of Pension Commissioners during 1918, and during the months of January, February, March and April, 1919. 6. Total expenditure for pensions for the year ending December 31, 1918. 7. Total expense of administering the Pension Act for the year ending December 31, 1918. Presented July 1, 1919—*Mr. McGibbon*. *Not printed.*

309. Return to an Order of the House of the 26th March, 1919, for a copy of all letters, telegrams, petitions, or other documents on file with the Post Office Department received since January 1, 1912, relating to the keeping open or closing of the post office at Sea View, P.E.I. Presented July 1, 1919—*Mr. Sinclair, (P.E.I.)*. *Not printed.*

310. Return to an Order of the House of the 19th March, 1919, for a Return showing: The amount, if any, paid by the Government to the *Halifax Chronicle* for printing, advertising, or other work, for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented July 1, 1919—*Mr. Prout*. *Not printed.*

311. Return to an Order of the House of the 15th June, 1919, for a Return showing: 1. Rental paid by the Government during the years 1914, 1915, 1916, 1917, 1918 and 1919 to Mr. Hurlley, Proprietor of Montreal, for the lease of the Drummond Building. 2. Departments of the Government which were, and are located in the said building. Presented July 1, 1919—*Mr. Broadbent*. *Not printed.*

312. Return to an Order of the House of the 5th May, 1919, for a Return showing: 1. What rental per month the Government pays for all branches of Government service in the City of Edmonton. 2. What several branches of Government service are represented in Edmonton. 3. What building or buildings they occupy, and the monthly rental of each branch of the service. Presented July 1, 1919—*Mr. Douglas, (Strathcona)*. *Not printed.*

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- 313.** Return to an Order of the House of the 8th May, 1919, for a copy of all letters, telegrams and other papers regarding the supplies purchased for Yukon Telegraph Lines during the fiscal year 1918-1919, including copy of all tenders, the names of the tenderers and the amount of each tender. Presented July 2, 1919.—*Mr. Lemieux.* *Not printed.*
- 314.** Return to an Order of the House of the 23rd April, 1919, for a copy of all letters, telegrams, memoranda, contracts, reports, despatches, recommendations, agreements made, received, sent or entered into by any of the Departments of the Government, and any persons, companies or corporations with reference to, or resulting from the construction of the dam across the St. Maurice river at the place called Grand'Mère. Presented July 4, 1919.—*Mr. Desaulniers.* *Not printed.*
- 315.** Return to an Order of the House of the 23rd April, 1919, for a copy of all reports, recommendations, letters, memoranda, messages and estimates having reference to the construction of the piers used to anchor the booms which hold the logs that are floated on the St. Maurice river at Ste. Flore Station or above the Grand'Mère dam. Presented July 4, 1919.—*Mr. Desaulniers.* *Not printed.*
- 316.** Return to an Order of the House of the 25th June, 1919, for a Return showing:—1. When the War Bonus was distributed to the Inside Civil Service. 2. What Departments received said bonus. 3. Whether the same amounts were distributed to every Civil Servant in each Department. 4. Whether a bonus was distributed to the Civil Servants in the Soldiers' Civil Re-Establishment Department, and in the Department of the Board of Pensions Commissioners. 5. Whether any bonuses were distributed to the Civil Servants in the Department of the Canada Food Board. If so, when, if not, why. 6. Whether a Civil Servant who was employed in the Militia Department at the time the first Order in Council was passed granting bonuses, is entitled to said Bonus, although said Civil Servant has been transferred to another Department since. 7. Whether it is the intention of the Government to grant Bonuses this year. Presented July 4, 1919.—*Mr. Archambault.* *Not printed.*
- 317.** Return to an Order of the House of the 8th May, 1919, for a Return showing the amounts paid for advertising, printing, etc., by the various Departments of the Government during the fiscal years 1916, 1917, 1918 to the following newspapers: The Brantford *Expositor*, The Woodstock *Sentinel Review*, The Stratford *Beacon*, The Kingston *Whig*, The Hamilton *Times*, The Toronto *Globe*, The Toronto *Star*, the Guelph *Mercury*, The Niagara Falls *Review*, The St. Catharines *Journal*, The Ingersoll *Chronicle*, The Orillia *Times*, The Belleville *Ontario*, The Simcoe *Reformer*, The Richmond Hill *Liberal*, The Acton *Free Press*, The Mitchell *Recorder*, and the Owen Sound *Sun*. Presented July 4, 1919.—*Mr. Lemieux.* *Not printed.*
- 318.** Report of the Administrative Chairman of the Honourary Advisory Council for Scientific and Industrial Research of Canada, for the year ending March 31, 1919. Presented by Hon. Mr. Burrell, July 4, 1919. *Not printed.*
- 319.** Return to an Order of the House of the 23rd June, 1919, for a copy of all reports, Orders in Council, and all other papers in connection with the Halifax Relief Commission, including a statement of all receipts and expenditures in this connection up to May 31, 1919. Presented July 4, 1919.—*Mr. Duff.* *Not printed.*
- 320.** Return to an Order of the House of the 19th May, 1919, for a copy of all correspondence, memoranda, reports, plans and estimates relating to the construction of the retaining wall, along the shore of the St. Lawrence River, opposite the village of St. François-Navier de Batiscan, in the County of Champlain. Presented July 5, 1919.—*Mr. Desaulniers.* *Not printed.*
- 321.** Return to an Order of the House of the 9th June, 1919, for a copy of all documents, telegrams and correspondence between the Federal Department of Agriculture and the Department of Agriculture of Prince Edward Island, or any person or persons in the Maritime Provinces, relating in any way to the Maritime Seed Fair, held in Summerside, Prince Edward Island, in 1918. Presented July 5, 1919.—*Mr. Sinclair, (P.E.I.)* *Not printed.*
- 322.** Return to an Order of the House of the 3th June, 1919, for a Return showing for each year from July 1, 1867, the amount received into the Dominion Treasury as (a) Customs duties; (b) Excise duties; (c) Custom and Excise duties together; also amount paid to the Governments of the Provinces as (a) allowances for support of governments and legislatures; (b) annual grants of subsidy to the said Governments; (c) allowances and subsidy together, and the proportion which such payments bore to the receipts from Custom and Excise. Presented July 5, 1919.—*Mr. Fielding.* *Not printed.*
- 323.** Ordinances of the Yukon. Presented by Hon. Mr. Rowell, July 5, 1919. *Not printed.*



ANNUAL REPORT

OF THE

DEPARTMENT

OF

IMMIGRATION AND COLONIZATION

FOR THE

FISCAL YEAR ENDED MARCH 31, 1918

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

J. DE LABROQUERIE TACHÉ

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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

MAY IT PLEASE YOUR EXCELLENCY:

The undersigned has the honour to lay before Your Excellency the report of the transactions of the Department of Immigration and Colonization for the fiscal year ended March 31, 1918.

Respectfully submitted,

J. A. CALDER,

Minister of Immigration and Colonization

OTTAWA, August 2, 1918.

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REPORT

OF THE

DEPARTMENT OF IMMIGRATION AND COLONIZATION

1917-18.

From Confederation immigration was handled by the Department of Agriculture until March 14, 1892, when it was taken over by the Department of the Interior, and remained a branch of that department until October 12, 1917, when by order in council the new department was created. This report covers, therefore, not only the portion of the fiscal year since the establishment of the department, but also the period from April 1, 1917 to October 12, 1917, when the Immigration Branch formed a portion of the Department of the Interior.

In the first annual report of the new department it may not be amiss to give, for a period of years, the figures of immigration as shown in departmental records and previous reports. The following table is accordingly submitted:

IMMIGRATION TO CANADA.

Period.	From British Isles.	From United States.	From other countries.	Totals.
Calendar year 1881	17,033	21,822	9,136	47,991
" 1882	41,283	58,372	12,803	112,458
" 1883	45,439	78,508	9,677	133,624
" 1884	31,787	65,886	6,151	103,824
" 1885	18,591	57,506	3,072	79,169
" 1886	23,507	40,650	4,995	69,152
" 1887	31,104	41,046	12,376	84,526
" 1888	30,852	44,952	12,962	88,766
" 1889	19,384	67,896	4,320	91,600
" 1890	21,793	50,336	2,928	75,067
" 1891	22,042	52,516	7,607	82,165
" 1892	22,636	.....	8,360	30,996
" 1893	20,071	.....	9,562	29,633
" 1894	16,004	.....	4,825	20,829
" 1895	14,956	.....	3,834	18,790
" 1896	12,381	.....	4,451	16,835
" 1897	11,383	2,412	7,921	21,716
" 1898	11,173	9,119	11,608	31,900
" 1899	10,660	11,945	21,938	44,543
Six months ended June 30, 1900	5,141	8,543	10,211	23,895
Fiscal year ended June 30, 1901	11,810	17,987	19,352	49,149
" " 1902	17,259	26,388	23,732	67,379
" " 1903	41,792	49,473	37,099	128,364
" " 1904	50,374	45,171	34,786	130,331
" " 1905	65,359	43,543	37,364	146,266
" " 1906	86,796	57,796	44,472	189,064
Nine months ended March 31, 1907	55,791	34,639	34,217	124,667

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IMMIGRATION TO CANADA—*Continued.*

Period			From British Isles.	From United States.	From other countries.	Totals.
Fiscal year ended	March 31,	1908.	120,182	58,312	83,975	262,469
"	"	1909.	52,901	59,832	34,175	146,908
"	"	1910.	59,790	103,798	45,206	208,794
"	"	1911.	123,013	121,151	66,620	311,084
"	"	1912.	138,121	133,710	82,406	354,237
"	"	1913.	150,542	139,009	112,881	402,432
"	"	1914.	142,622	107,530	131,726	381,878
"	"	1915.	43,276	59,779	41,734	144,789
"	"	1916.	8,664	36,937	2,936	48,537
"	"	1917.	8,282	61,389	5,703	75,374
"	"	1918.	3,178	71,314	4,582	79,074

In connection with the consideration of the above table it is well to remember that the system of collection of immigration statistics has varied from time to time. From 1882 to 1891 a count was kept of persons crossing the international boundary at various points. Those entering Canada were counted as actual immigrants, without precaution being taken to ascertain if they were arriving for the first time or if they intended to remain. Many so counted were no doubt Canadians returning after an absence of a week, and others no doubt were entering the Dominion intending to make only a short visit. This practice was abandoned in 1892 as misleading and has not since been resumed. For the years 1892 to 1896 no count was kept of the numbers entering from the United States, and while to say there were no arrivals during that period would certainly be inaccurate, still the number arriving was believed to be small. Until 1908, no system existed for the counting of immigration from the United States to Eastern Canada. The present system of collection of immigration statistics is reasonably accurate, and while in former years the system may have been somewhat faulty, it is quite clear, with the large immigration reported, that many came who did not stay. If Canada is losing not only a considerable portion of her immigrants, but in addition, as is frequently alleged, is failing to retain her Canadian-born population, the causes which produce such a result are worthy of the most careful consideration of the Government.

During the past fiscal year the total immigration was 79,074, of which 71,314 came from the United States. While the war continues, immigration, except from the United States, must be negligible and consequently, expenditure elsewhere has been kept at the lowest possible point. In England, the services of the staff have been utilized in arranging for the return to Canada of women and children anxious to reach their former homes. In Canada, the staff have had many duties to perform not regularly pertaining to their work. Chief amongst these may be mentioned investigating reports regarding alien enemies and suspicious characters, and the issuing of "permits to leave Canada" to males between the ages of 18 and 45 years, who for business or other reasons require to absent themselves from the Dominion.

Immigration figures, in detail, are given in the report of the Superintendent of Immigration, and a brief account of the work in the United States is submitted by the Inspector of United States Agencies.

W. W. CORY,

Acting Deputy Minister of Immigration and Colonization.

SESSIONAL PAPER No. 18

REPORT OF THE SUPERINTENDENT OF IMMIGRATION.

W. D. SCOTT.

SUMMARY for the fiscal year, 1917-18.

Per ocean travel:—	
Halifax..	1,343
Victoria..	1,187
North Sydney..	1,159
St. John..	1,009
Quebec..	777
Vancouver..	664
New York..	1,492
Boston..	124
Portland..	5
	1,621
	7,760
From the United States..	71,314
Total..	79,074

COMPARATIVE STATEMENT.—Immigration to Canada, via Ocean Ports, by months, for the fiscal year 1917-18, compared with that of the fiscal year 1916-17.

	1916-17.				1917-18.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
April..	354	557	269	1,180	271	171	89	531
May..	347	671	314	1,332	348	239	160	747
June..	402	798	495	1,695	236	262	101	599
July..	387	759	377	1,523	227	249	144	620
August..	379	734	312	1,425	208	270	145	623
September..	356	883	363	1,602	159	377	176	712
October..	471	814	364	1,649	280	329	205	814
November..	378	833	313	1,524	138	164	118	420
December..	264	385	186	835	265	401	221	887
January..	134	247	123	504	216	99	59	374
February..	119	160	77	356	207	59	26	292
March..	180	125	55	360	224	621	296	1,141
Totals..	3,771	6,966	3,248	13,985	2,779	3,241	1,740	7,760

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COMPARATIVE STATEMENT.—Immigration from the United States to Canada, by months, for the fiscal year 1917-18, compared with that of the fiscal year 1916-17.

	1916-17.				1917-18.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
April	3,400	1,209	1,087	5,696	10,283	2,138	1,988	11,409
May	2,671	1,116	796	4,583	6,788	2,031	1,677	10,496
June	2,315	1,130	703	4,148	3,842	1,694	1,265	6,806
July	2,617	1,066	767	4,450	3,001	1,281	887	5,169
August	4,244	1,077	738	6,059	3,512	1,235	968	5,715
September	4,222	1,105	693	6,020	3,431	1,095	851	5,377
October	2,848	1,085	861	4,794	2,837	1,180	1,055	5,072
November	2,295	851	686	3,832	2,597	917	855	4,369
December	1,832	790	548	3,170	2,043	690	590	3,233
January	2,921	672	415	4,008	1,691	474	321	2,486
February	2,513	717	541	3,771	1,361	497	391	2,249
March	7,425	1,753	1,680	10,858	3,332	1,302	1,304	5,938
Totals	39,303	12,571	9,515	61,389	44,718	14,534	12,062	71,314

COMPARATIVE STATEMENT.—Total Immigration to Canada, by months, for the fiscal year, 1917-18, compared with that of the fiscal year, 1916-17.

	1916-17.				1917-18.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
April	3,754	1,766	1,356	6,876	10,554	2,309	2,077	14,940
May	3,018	1,787	1,110	5,915	7,136	2,270	1,837	11,243
June	2,717	1,328	1,198	5,243	4,078	1,956	1,366	7,400
July	3,001	1,825	1,144	5,970	3,228	1,530	1,031	5,789
August	4,623	1,811	1,050	7,484	3,720	1,505	1,113	6,338
September	4,578	1,988	1,056	7,622	3,590	1,472	1,027	6,089
October	3,319	1,899	1,225	6,443	3,117	1,509	1,260	5,886
November	2,673	1,681	969	5,323	2,735	1,081	973	4,789
December	2,096	1,175	734	4,005	2,308	1,091	721	4,120
January	3,055	919	538	4,512	1,907	573	380	2,860
February	2,632	877	618	4,127	1,568	556	417	2,541
March	7,605	1,878	1,735	11,218	3,556	1,923	1,600	7,079
Totals	63,074	19,537	12,763	95,374	67,497	17,775	13,802	99,074

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COMPARATIVE STATEMENT.—Total Immigration to Canada, by Ports, for the fiscal year 1917-18, compared with that of the fiscal year 1916-17.

	1916-17.				1917-18.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
Halifax.....	150	249	98	497	70	821	452	1,343
Victoria.....	336	317	74	727	709	391	87	1,187
North Sydney.....	341	391	300	1,032	453	450	256	1,159
St. John.....	565	763	308	1,636	243	490	276	1,009
Quebec.....	930	3,824	1,654	6,408	173	379	225	777
Vancouver.....	303	90	63	456	497	96	71	664
United States ports (New York, Boston and Portland).....	1,146	1,332	751	3,229	634	614	373	1,621
From the United States.....	39,303	12,571	9,515	61,389	44,718	14,534	12,062	71,314
Totals.....	43,074	19,537	12,763	75,374	47,497	17,775	13,802	79,074

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Sex, Occupation and Destination of Total Immigrant Arrivals in Canada for the Fiscal Year ended March 31, 1918.

Description		Via Ocean Ports.	From the United States.	Totals
Sex				
Males		2,779	44,718	47,497
Females		3,241	14,534	17,775
Children		1,740	12,062	13,802
Totals		7,760	71,314	79,074
Trade or Occupation				
Farmers and Farm Labourers				
Males		456	18,896	19,352
Females		221	4,113	4,334
Children		125	5,064	5,189
General Labourers				
Males		975	12,122	13,097
Females		88	1,037	1,125
Children		52	851	903
Mechanics				
Males		388	8,165	8,553
Females		188	1,473	1,661
Children		98	1,247	1,345
Clerks, Traders, etc.				
Males		195	1,994	2,189
Females		87	674	761
Children		25	363	388
Minors—				
Males		32	631	663
Females		7	50	57
Children		7	66	73
Female servants		555	1,733	2,288
Not classified				
Males		733	2,910	3,643
Females		2,095	5,424	7,519
Children		1,433	1,471	2,904
Destination				
Maritime Provinces		1,341	3,906	5,247
Quebec		1,020	8,639	9,659
Ontario		2,313	21,441	23,754
Manitoba		425	5,827	6,252
Saskatchewan		522	11,860	12,382
Alberta		544	16,277	16,821
British Columbia		1,593	3,729	5,322
Yukon Territory		2	235	237

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COMPARATIVE STATEMENT.—Total Immigration to Canada, by Nationalities, for the fiscal year 1917-18, compared with that of the fiscal year 1916-17, showing Increase or Decrease of each Nationality.

	1916-17	1917-18	Increase.	Decrease.
English.....	5,174	2,477		2,697
Irish.....	958	174		784
Scotch.....	2,062	473		1,589
Welsh.....	88	54		34
Total, British.....	8,282	3,178		5,104
African, South.....	1	4	3	
Australian.....	18	34	16	
Ruthenian.....	1			1
Belgian.....	126	19		107
Bermudian.....	16	10		6
Chinese.....	393	769	376	
Cuban.....	3	1		2
Dutch.....	151	94		57
French.....	199	114		85
German.....	9	1		8
Greek.....	258	45		213
Hebrew—				
Hebrew, N.E.S.....	28	2		26
" Russian.....	108	30		78
Italian.....	758	189		569
Jamaican.....	6	24	18	
Japanese.....	648	883	235	
Maltese.....	109	141	35	
Mexican.....		1	1	
Montenegrin.....	1			1
Negro.....	98	35		63
Newfoundland.....	1,243	1,199		44
New Zealand.....	12	13	1	
Persian.....		2	2	
Polish.....				
Polish, N.E.S.....	1			1
" Austrian.....	8			8
" Russian.....	3			3
Portuguese.....	1	1		
Roumanian.....	4			4
Russian—				
Russian, N.E.S.....	25	42	17	
Finnish.....	249	113		136
Scandinavian—				
Danish.....	145	74		71
Icelandic.....	9	3		6
Norwegian.....	303	235		68
Swedish.....	332	156		176
Serbian.....	1			1
Spanish.....	76	28		48
Swiss.....	30	12		18
Turkish.....				
Turkish, N.E.S.....	5			5
Armenian.....	3	2		1
Syrian.....	9	2		7
U. S. A. Citizens, via ocean ports.....	20	28	8	
West Indian.....	293	273		20
Total Continental, etc.....	5,703	4,582		1,121
From the United States.....	61,389	71,314	9,925	
Total immigration.....	75,374	79,074	3,700	

ARRIVALS AT OCEAN PORTS.

For the fiscal year 1917-18, there arrived, via Canadian and United States ocean ports 127,122 passengers of whom 13,443 travelled saloon and 113,679 steerage. Of the saloon passengers, 9,613 were destined to Canada, and 3,830 to the United States. Of the steerage passengers, 111,236 were for Canada and 2,443 for the United States.

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Included in the steerage passengers for Canada were 24,748 returned Canadians and 78,728 tourists, leaving the immigration proper at 7,760 souls, which, together with the 71,314 settlers from the United States, brings the total immigration to 79,074, an increase, as compared with that of the preceding fiscal year, of 3,700 persons.

The following further statistical information will be of interest: Table I deals with the total arrivals of saloon passengers; table II with the total arrivals of steerage passengers; table III with the monthly arrivals of immigrants for Canada; and tables IV and V give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.—Nationality and Sex of Saloon Passengers arriving at Ocean Ports, for the fiscal year ended March 31, 1918.

	Canada.				United States.				Canada and United States.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
Australian	6	4		10	25	33	6	64	31	27	6	74
Hungarian					2			2	2			2
Belgian..	2	2	1	5	11	1		12	13	3	1	17
Bermudian	2	2		4					2	2		4
Cuban	1	3		4					1	3		4
Dutch	1	2		3	13	2		15	17	4		21
French..	18	20	11	49	20	35	5	60	38	55	16	109
German..					1	2	1	4	1	2	1	4
Great Britain and Ire-												
land												
English	102	116	69	287	111	82	24	217	213	198	93	504
Irish	6	5	7	18	16	9	1	26	22	14	8	44
Scotch	19	14	9	42	34	15	4	53	53	29	13	95
Welsh..	1	2		3	1	1		2	2	3		5
Greek	1			1				1	5			5
Hebrew..												
Hebrew, N.E.S.					1	2		3	1	2		3
" Russian					5	2		7	5	2		7
Italian	3	1		4	6	2	1	9	9	3	1	13
Jamaican	11	29	1	41					11	29	1	41
Japanese	2	3	1	6	86	15	5	106	88	18	6	112
Mexican		2	1	3	1			1	1	2	1	4
Negro.	7	19	1	27					7	19	1	27
Newfoundland.	173	210	99	482	199	254	54	507	372	464	153	989
New Zealand	2	1		3	4	5		9	6	6		12
Polish												
Polish, N.E.S.					5	1		6	5	1		6
" Russian..					3			3	3			3
Portuguese	1			1	1			1	2			2
Romanian.					1			1	1			1
Russian												
Russian, N.E.S.	2	2		4	96	67	16	179	98	69	16	183
Finnish					1			1	1			1
Scandinavian												
Danish	2	2		4	9	1		10	11	3		14
Icelandic	1			1	1			1	2			2
Norwegian	3			3	13			18	16			21
Swedish	1	3	1	5	7	4	3	14	8	7	4	19
Serbian					1			1	1			1
Spanish	8	2		10	16	8	1	25	24	10	1	35
Swiss					1	3	2	6	1	3	3	7
Turkish												
Armenian												
Syrian		1	2	3	13	1		14	13	2		17
U.S.A. Citizens	13	6	7	26	1 122	813	310	2 145	1 135	819	317	2 271
West Indian	36	44	5	85	1	2	1	7	40	46	6	92
Returned Canadian	1 826	1 441	506	3 833				1 826	1 441	566		3 833
Tourist	2 891	1 396	353	4 640	151	29	12	192	3 042	1 425	365	4 832
Totals	5 144	3 332	1 137	9 613	1 988	1 395	447	3 830	7 132	4 727	1 584	13 443

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TABLE II.—Nationality and Sex of Steerage Passengers arriving at Ocean Ports, for the fiscal year ended March 31, 1918.

	Canada.				United States.				Canada and United States.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
African, South		3	1	4						3	1	4
Australian	6	16	12	34	22	27	19	68	28	43	31	102
Belgian	7	10	2	19	10	1		11	17	11	2	30
Bermudian	1	5	4	10					1	5	4	10
Chilian					1			1	1			1
Chinese	695	26	48	769					695	26	48	769
Cuban	1			1	1			1	2			2
Dutch	43	30	21	94	12			12	55	30	21	106
French	36	63	15	114	1	9	2	12	37	72	17	126
German	1			1	3			3	4			4
Gt. Britain and Ireland—												
English	226	1,473	778	2,477	120	99	45	264	346	1,572	823	2,741
Irish	43	74	57	174	30	10	3	43	73	84	60	217
Scotch	63	219	191	473	30	18	3	51	93	237	194	524
Welsh	4	28	22	54	3	1		4	7	29	22	58
Greek	30	12	3	45	10			10	40	12	3	55
Hebrew—												
Hebrew, N.E.S.	1	1		2		1	1	2	1	2	1	4
" Russian	2	10	18	30	1	2	4	7	3	12	22	37
Italian	56	79	54	189					56	79	54	189
Jamaican	9	14	1	24					9	14	1	24
Japanese	459	370	54	883	29	9	1	39	488	379	55	922
Maltese	141	3		144					141	3		144
Mexican		1		1						1		1
Negro	17	15	3	35	6			6	23	15	3	41
Newfoundland	466	469	264	1,199	267	223	100	590	733	692	364	1,789
New Zealand	1	9	3	13	14	14	5	33	15	23	8	46
Persian		1	1	2		1	3	4		2	4	6
Portuguese		1		1	5	3	6	14	5	4	6	15
Russian—												
Russian, N.E.S.	12	15	15	42	18	30	26	74	30	45	41	116
Finnish	30	48	35	113	5			5	35	48	35	118
Scandinavian—												
Danish	42	21	11	74	17			17	59	21	11	91
Icelandic	1	2		3					1	2		3
Norwegian	109	80	46	235	105	4	1	110	214	84	47	345
Swedish	55	62	39	156	39			39	94	62	39	195
Spanish	22	4	2	28	57	30	55	142	79	34	57	170
Swiss	6	1	2	12	3			3	9	4	2	15
Turkish—												
Armenian		1	1	2	3	1		4	3	2	1	6
Syrian	1	1		2				1	2	1		3
U.S.A. Citizens	17	9	2	28	413	159	89	661	439	168	91	698
West Indian	176	62	35	273	14	19	3	36	190	81	38	309
Total immigration	2,779	3,241	1,740	7,760	1,240	661	366	2,267	4,019	3,902	2,106	10,027
Returned Canadian	15,904	5,141	3,793	24,748					15,904	5,141	3,793	24,748
Tourist	77,702	796	230	78,728	135	24	17	176	77,837	820	247	78,904
Totals	96,384	9,178	5,673	111,236	1,375	685	383	2,143	97,760	9,863	6,056	113,679

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TABLE III.—Monthly arrivals of Immigrants, for Canada, by Nationalities, at Ocean Ports, for the fiscal year ended March 31, 1918.

	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
African, South				3			1						4
Australian	6	4	7	2	3		1	1	2	4	2	5	34
Belgian	2	2		1	4	4	1		2		1	2	19
Bermudian			5				5						10
Chinese	16	5	32	21	46	33	102	61	135	110	112	96	769
Cuban		1											1
Dutch	1	21	37	3	2	1	2	3			24		94
French	6	16	9	2	2	6	30	5	11		5	10	114
German									1				1
Great Britain and Ireland—													
English	100	113	117	131	175	274	261	128	403	71	21	683	2,477
Irish	12	11	6	16	8	17	20	18	23	13	2	28	174
Scotch	16	8	14	16	25	43	83	15	64	36	3	120	473
Welsh	1	2	1	4	1	7	12	7	4			15	54
Greek			4	10	23		7			1			45
Hebrew—													
Hebrew, N.E.S.	1				1								2
" Russian	3	12	1		5					3		6	30
Italian	21	52	14		20		33	1	31	4	3	10	189
Jamaican			5	19									24
Japanese	72	100	104	131	67	78	72	38	64	35	37	85	883
Maltese	20	73	8	33	2		8						144
Mexican				1									1
Negro	3	9		8	8	4			1	2			35
Newfoundland	143	228	123	86	125	102	99	69	43	87	54	40	1,199
New Zealand	1		2		4	1						2	13
Persian										2			2
Portuguese						1							1
Russian													
Russian, N.E.S.	5	3	2		1	12	5	2		5	1	6	42
Finnish			18	19	18	25		9	11		13		113
Scandinavian—													
Danish	2	21	4	4	5	6	3	5	7		1	16	74
Icelandic								3					3
Norwegian	40	17	27	5	28	18		43	48		7	2	235
Swedish	4	24	20	13	22	35	1	4	20		3	10	156
Spanish	15	4	3	1		1	1	1		1	1		28
Swiss	1	4		2		3	1	1					12
Turkish—													
Armenian									2				2
Syrian				1	1								2
U.S.A. Citizens	1	7	6	5	1		3	3	1			1	28
West Indian	39	13	30	47	20	38	63	3	14		2	4	273
Totals	531	747	599	620	623	712	814	420	887	374	202	1,141	7,760

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TABLE IV.—Monthly arrivals of Immigrants for Canada, by Occupation and Destination, at Ocean Ports, for the fiscal year ended March 31, 1918.

	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
Agriculturists.....	72	115	98	56	58	59	76	19	88	21	47	93	802
General labourers.....	141	203	77	83	65	46	121	37	129	84	63	75	1,115
Mechanics.....	59	53	51	48	46	81	55	23	85	88	15	70	674
Clerks, traders, etc.....	20	19	16	15	32	25	26	25	32	26	19	52	307
Miners.....	4	4	8	1	6	11	4	1	...	2	1	4	46
Female servants.....	48	63	78	57	52	86	61	31	37	5	10	27	555
Not classified.....	187	290	271	360	361	404	471	284	525	148	137	820	4,261
Totals.....	531	747	599	620	623	712	814	420	887	374	292	1,141	7,760
Maritime Province.....	109	175	133	122	128	134	174	74	94	81	57	86	1,341
Quebec.....	71	95	75	86	96	67	115	74	116	87	42	96	1,020
Ontario.....	160	236	123	171	176	208	223	136	316	85	79	400	2,313
Manitoba.....	22	16	25	24	25	61	31	26	54	18	11	112	425
Saskatchewan.....	31	49	44	21	32	65	43	20	62	13	15	127	522
Alberta.....	30	56	73	32	39	45	41	33	84	11	21	79	544
British Columbia.....	107	119	126	164	127	132	187	57	161	79	67	267	1,593
Yukon Territory.....	1	1	2
Totals.....	531	747	599	620	623	712	814	420	887	374	292	1,141	7,760

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TABLE V.—Nationality, Sex, Occupation and Destination of Immigrant arrivals for

	Sex.				Trade or								
					Farmers and Farm Labourers.			General Labourers.			Mechanics.		
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.
African, South.....	...	3	1	4	...	...	...	...	...	...	...	...	...
Australian.....	6	16	12	34	2	1	2	1	...	...	2	2	2
Belgian.....	7	10	2	19	1	1	...	...	...	...	2	1	...
Bermudian.....	1	5	4	10	...	...	...	1	4	...	...	...	...
Chinese.....	695	26	48	769	1	...	...	195	...	1	...	...	...
Cuban.....	1	...	1	2	...	...	...	...	...	...	...	...	...
Dutch.....	43	30	21	94	25	10	11	3	...	...	10	3	3
French.....	36	63	15	114	5	8	6	3	...	...	12	11	2
German.....	1	...	...	1	1	...	...	...	...	...	...	...	...
Great Britain and Ireland.....	...	...	...	...	...	...	...	...	...	...	...	...	...
English.....	226	1,473	778	2,477	69	113	53	20	24	7	38	90	36
Irish.....	43	74	57	174	10	5	...	6	3	6	8	7	7
Scotch.....	63	219	191	473	20	17	25	1	9	7	17	14	17
Welsh.....	4	28	22	54	...	3	8	...	...	...	1	4	2
Greek.....	30	12	3	45	5	1	1	24	4	...	1	1	2
Hebrew.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Hebrew, N.E.S.....	1	1	...	2	1	...	...	...	...	...	...	...	...
Russian.....	2	10	18	30	...	...	...	1	...	...	1	2	4
Italian.....	56	79	54	189	27	3	1	11	6	5	12	12	3
Jamaican.....	9	14	1	24	...	...	...	...	...	...	2	5	...
Japanese.....	159	370	54	883	157	34	...	177	28	5	19	6	...
Maltese.....	141	3	...	144	11	...	...	112	1	...	13	...	...
Mexican.....	...	1	...	1	...	...	...	...	...	...	...	...	...
Negro.....	17	15	3	35	...	...	...	1	1	...	13	3	1
Newfoundland.....	446	469	264	1,199	3	...	...	274	4	12	113	2	2
New Zealand.....	1	9	3	13	...	...	...	...	...	...	2	2	...
Persian.....	...	1	1	2	...	...	...	...	...	...	1	1	...
Portuguese.....	...	1	...	1	...	...	...	...	...	...	...	...	...
Russian.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Russian, N.E.S.....	12	15	15	42	4	...	1	1	...	...	...	...	...
Finnish.....	30	48	35	113	18	3	5	8	1	...	1	...	...
Scandinavian.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Danish.....	42	21	11	74	20	3	1	4	1	2	10	2	1
Icelandic.....	1	2	...	3	...	...	...	...	...	...	2	...	...
Norwegian.....	109	80	46	235	36	13	4	12	2	...	42	3	6
Swedish.....	55	62	39	156	24	3	...	15	2	3	12	3	3
Spanish.....	22	1	2	25	3	1	1	6	...	...	12	...	...
Swiss.....	6	4	2	12	4	...	...	...	...	...	...	...	...
Turkish.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Armenian.....	...	1	1	2	...	...	...	...	...	...	...	...	...
Syrian.....	1	1	...	2	...	...	...	...	...	...	...	...	...
U.S.A. Citizens.....	17	9	2	28	2	2	2	1	...	...	4	...	...
West Indian.....	176	62	35	273	7	99	1	...	11	11	6
Totals.....	2,779	3,241	1,740	7,760	456	221	125	975	88	52	388	188	98

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Canada, at Ocean Ports, for the fiscal year ended March 31, 1918.

Occupation.									Destination.								
Clerks, Traders, Etc.			Miners.			Female Servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon Territory.
Males.	Females.	Children.	Males.	Females.	Children.		Males.	Females.	Children.								
								3	1		4						
	1						1	12	8	1	1	8	2		6	16	
1						4	3	4	2		9	2	1				
						4	1			5	1	4					
113	7	3						386	19	44	27	262	200	12	10	4	254
1												1					
1								4	17	7	3	11	2	11	6	58	3
5	3					5	11	36	7		10	61	16	2	16	6	3
																	1
11	51	11	4	4	6	73	84	1,118	665	146	225	1,095	250	243	246	272	
1	3	6				6	18	50	38	12	19	85	21	15	4	18	
6	9	5	1			28	18	142	137	31	58	174	62	56	40	52	
1						1	2	20	12	4	7	7	2		15	12	
						2		4		1	58	6					
								1				1					
						1		7	14		4	17	5	4			
1						7	5	51	42	2	64	118	1				
3	1					2	4	6	1		13	10				1	
33	5					13	71	283	49			3		6	20	852	1
1						1	2	1			4	140	1				
						10						1					
						1	3	1	2		21	8				3	
6			18			263	52	200	250	869	129	163	2	4	2	30	
	2					1	1	4	3							13	
												2					
						1					1						
1			1			3	5	12	14	1	7	11	9	8		6	
1			1	1	1	23	2	19	31		1	81		6	12	13	
1	1					8	7	6	4	8	3	11	7	12	27	6	
						1							2		1		
			1			40	18	22	36	8	2	65	16	64	58	21	1
	2		1			32	3	20	33	4	6	29	6	63	36	12	
1				1				2	1	4	16	6				2	
1						2	1	2	2	3	5	2		2			
								1	1			2					
1						2	9	5		10	6	2	1	2	4	3	
5	2		1			22	20	26	29	190	39	41		2	1		
195	87	25	32	7	7	555	733	2,095	1,433	1,341	1,020	2,313	425	522	544	1,593	2

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Statement of Rejections, by Causes and Nationalities, at Ocean Ports, from December, 1902, to March 31, 1918.

Fiscal Year

	1902-1903	1903-1904	1904-1905	1905-1906	1906-1907	1907-1908	1908-1909	1909-1910	1910-1911	1911-1912	1912-1913	1913-1914	1914-1915	1915-1916	1916-1917	1917-1918	Total
All nationalities	46	13	12	39	51	58	60	42	104	33	38	76	58	1	8	1	511
British					61	81	85	95	122	112	80	102	96	47	4	11	944
Canadian						23	17	33	35	3	1	3	2				82
Chinese				6	7		6	9	10	6				4		1	56
Japanese																	1
European																	1
Indian																	1
Irish																	1
Italian																	1
Japanese																	1
Mexican	27	22	29	104	204	513	216	389	585	256	328	398	319	31	30	12	2,011
Norwegian																	1,955
Portuguese																	354
Swedish																	10
Unknown																	10
Total	273	274	611	521	440	1,172	509	1,515	2,210	972	736	1,827	998	103	171	71	12,489
British																	
Canadian																	
Chinese																	
Japanese																	
European																	
Indian																	
Irish																	
Italian																	
Japanese																	
Mexican																	
Norwegian																	
Portuguese																	
Swedish																	
Unknown																	
Total	273	274	611	521	440	1,172	509	1,515	2,210	972	736	1,827	998	103	171	71	12,489

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STATEMENT of Deportations, after having been admitted, by Causes, Nationalities, and Provinces from December, 1902 to March 31, 1918.

	Fiscal Year.																Totals.
	1902-1903.	1903-1904.	1904-1905.	1905-1906.	1906-1907.	1907-1908.	1908-1909.	1909-1910.	1910-1911.	1911-1912.	1912-1913.	1913-1914.	1914-1915.	1915-1916.	1916-1917.	1917-1918.	
	<i>By Causes.</i>																
Accompanying patients.	4	3	1	4	35	26	21	14	18	17	16	16	34	5	9	39	242
Bad character.		1	1	4	30	30	71	44	71	129	165	159	128	68	60	84	1,005
Criminality.		1	8	1	12	68	115	130	172	242	334	376	404	329	277	274	2,743
Medical causes.	19	61	58	110	126	392	467	212	222	229	370	570	379	206	98	39	3,588
Not complying with regulations.									12	8	1	4					28
Public charges.	14	19	19	18	28	309	1,074	318	289	343	392	715	789	635	161	91	5,244
Totals.	67	85	86	137	201	825	1,748	734	784	959	1,281	1,834	1,734	1,243	605	527	12,850
<i>By Nationalities.</i>																	
British.	56	65	74	112	168	607	1,235	486	458	540	559	952	877	602	186	36	7,011
American.				2	8	37	98	119	169	256	377	405	461	437	324	407	3,100
Other countries.	17	16	12	23	25	181	415	129	157	163	345	477	396	204	95	84	2,739
Totals.	67	85	86	137	201	825	1,748	734	784	959	1,281	1,834	1,734	1,243	605	527	12,850
<i>By Provinces.</i>																	
Maritime Provinces.				3	2	14	19	24	25	13	45	45	55	48	19	18	332
Quebec.	18	16	11	27	41	136	684	97	165	186	208	371	397	236	108	123	2,824
Ontario.	3	3	8	19	79	333	967	378	349	348	419	574	543	461	233	166	4,873
Manitoba.					66	226	48	97	121	174	230	334	199	113	40	59	1,345
Saskatchewan.	46	64	67	88	3	19	27	19	23	35	44	59	85	96	54	37	3,456
Alberta.						24	14	63	55	95	131	164	224	114	34	30	1,338
British Columbia.					1	23	49	56	16	108	204	287	228	145	1	91	1,338
Yukon Territory.													3			3	8
Totals.	67	85	86	137	201	825	1,748	734	784	959	1,281	1,834	1,734	1,243	605	527	12,850
Nine months.																	

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The following is a statement showing literature ordered during 1917-18:—

"Immigration Facts and Figures".....	2,000
"Canadian Conference of Charities and Correction"—Various Reports.....	2,500
Land District Maps.....	3,000
"Report on Juvenile Immigration".....	1,000
"5,000 Facts about Canada".....	300
"National Social Efficiency".....	500
"Committee Movement in World Crisis".....	1,000
"The Medical Officer, a co-operative Social Force in Rural Districts".....	500
"Canada West".....	332,807

REPORT OF THE CHIEF CONTROLLER OF CHINESE IMMIGRATION.

W. D. SCOTT.

During the fiscal year ended March 31, 1918, 769 persons of Chinese origin entered Canada, of whom 119 were admitted as exempt from head tax, and 650 upon the payment of \$500 each. For the purpose of comparison it is considered advisable to publish statistics relating to Chinese immigration since the imposition of the first head tax in 1885, which head tax was increased to \$100 on January 1, 1901, and to \$500 on January 1, 1904:—

Fiscal Years.	Exempts.	Paying Tax.	Percentage of total arrivals admitted exempt.	Registered for leave.	Total revenue
					\$ cts
1886.....	1	211	0 47	829	11,693 00
1887.....	-	121	-	734	7,424 50
1888.....	-	290	-	868	15,694 50
1889.....	112	782	12 53	1,322	10,808 00
1890.....	97	1,069	8 32	1,671	56,258 00
1891.....	12	2,114	0 56	1,617	107,785 50
1892.....	6	3,276	0 18	2,168	166,502 50
1893.....	14	2,244	0 62	1,277	113,491 00
1894.....	22	2,087	1 04	666	105,021 50
1895.....	22	1,140	1 50	473	72,475 00
1896.....	24	1,762	1 34	697	88,800 50
1897.....	24	2,447	0 97	768	123,119 50
1898.....	17	2,175	0 78	802	109,754 00
1899.....	17	4,385	0 39	859	220,309 50
1900.....	26	4,231	0 61	1,102	215,102 00
1901.....	26	2,518	1 02	1,264	178,704 00
1902.....	62	3,525	1 73	1,922	364,972 00
1903.....	81	5,245	1 58	2,044	526,744 00
1904.....	128	4,719	2 64	1,920	474,420 00
1904 5.....	69	8	89 61	2,080	6,080 00
1905 6.....	146	22	86 00	2,121	73,521 00
1906 7.....	200	51	68 73	2,594	48,004 00
1907 8.....	752	1,182	33 66	3,535	746,535 00
1908 9.....	695	1,111	33 00	3,731	713,131 00
1909 10.....	688	1,614	29 89	4,002	813,003 00
1910 11.....	805	4,515	15 13	3,556	2,262,056 00
1911 12.....	498	6,083	7 56	4,322	3,049,722 00
1912 13.....	367	7,078	4 93	3,742	3,549,242 00
1913 14.....	238	5,274	4 32	3,450	2,644,593 00
1914 15.....	103	1,155	8 19	1,373	588,124 00
1915 16.....	69	29	77 53	1,064	19,389 00
1916 17.....	121	272	30 79	3,312	140,487 00
1917 18.....	119	650	15 47	2,907	336,717 00
	5,564	74,319	7 49	71,432	\$17,929,813 00

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During the last three fiscal years those admitted upon payment of the head tax were chiefly boys coming to Canada to attend our public schools.

The Chinese Immigration Act provides that Chinese legally admitted into Canada may, upon payment of the \$1 fee, register out, which registration carries with it the right to free re-entry within a period of twelve months. By Orders in Council it has been provided that Chinese who left Canada on or since April 1, 1914, up to and including November 15, 1917, may remain away until six months after a proclamation has been published in *The Canada Gazette* that a state of war no longer exists. On March 31, 1918, there were away from Canada 6,663 Chinese who, under the provisions just quoted, are entitled to free re-entry. Lack of transportation facilities is the chief reason why the majority of these Chinese have not already returned to the Dominion.

**REPORT OF THE COMMISSIONER OF IMMIGRATION FOR CANADA.
LONDON, ENGLAND.**

J. OBED SMITH.

The great war continues, and active propaganda, looking to emigration to Canada, is still suspended, but we have, nevertheless, a constantly growing number of inquiries from others besides soldiers (in the Service and out of the Service) for information regarding the Dominion, particularly regarding any special scheme for the settlement of ex-soldiers and others upon the land. These enquiries are being acknowledged from time to time, but we are accumulating a special list of military persons, who are awaiting definite and detailed particulars regarding this government scheme.

The enquiries indicate that any approach towards the end of hostilities will bring a large and sudden demand for full information of all kinds regarding all provinces of the Dominion, and we ought to be fully equipped to meet these demands immediately they are made.

The fact that means of transportation will be limited for a period after hostilities cease may prevent any immediately active movement of civilians, but we can greatly stimulate our propagandist efforts in the way of giving information to enquirers through the various agencies of the department in the British Isles. While we cannot emigrate, we can at least educate to the advantage of Canada, and the welfare of the persons enquiring.

No reports are available from any point on the continent of Europe.

LECTURES.

Wherever the opportunity has arisen, our agents have given lectures on Canada, not essentially from an emigration standpoint, but rather with a view of giving general information, which to school children (at any rate) will later on turn their thoughts to our Dominion. The restriction of lighting arrangements, generally speaking, prevents a lecture being given in the evening, and lectures during the day-time without lantern slides are not of the same interest, but we have not failed to take every opportunity that was advisable to keep Canada before the people over here.

EXHIBITIONS AND SHOWS.

The slight opportunity in 1916-17 of exhibiting Canada's products at agricultural exhibitions and shows disappeared entirely during the past year, but as we have no stock of grain or any other exhibits, save apples, we could not have made any exhibition worthy of Canada, even if the opportunity had been available. In this connection

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we find all our excellent show windows devoid of grain and other exhibits, and it is greatly to be desired that even a small quantity should be sent over, so as not to allow our competitors in the emigration field here to exclusively exhibit their products to the disadvantage of Canada. We have not received any grain exhibits for some years.

SCHOOL ATLAS.

Under instructions from the Department, that our supply was to be conserved, as no others were being sent to us, the distribution has been very seriously limited, and in some cases altogether stopped. This was the best literature Canada ever issued, and I trust that the opportunity of furnishing half-a-million copies for distribution here may be permitted, as soon as the exigencies of the war allow.

CANADIAN NEWS ITEM.

We have continued this excellent system of propaganda more satisfactorily than I had hoped it was possible under war conditions, and we still retain the good will of hundreds of editors, pending the restoration of conditions which will allow us to actively advertise the conditions and advantages of Canada.

EXPENDITURE.

The amount expended here for all purposes has been:—

Fiscal year ending March 31, 1914	£91,000
" " " 1915	57,100
" " " 1916	31,600
" " " 1917	27,100
" " " 1918	28,500

SAILINGS TO CANADA.

We have undertaken, at your suggestion, the arrangements for transportation of Canadian women and children back to Canada, and our efforts in this respect appear to have met with the approval of the British authorities and, we think, of the people themselves. We hope to continue along these lines whenever the British authorities are able to give us accommodation on steamers which are, in their opinion, afforded reasonable protection on the high seas.

WAR-TIME RESTRICTIONS.

The Compulsory Military Service Act has from time to time been amended, and is now likely to bring within its scope all male persons up to 50 years of age.

The requirements of National Service preclude also the embarkation of women who have never been to Canada. The Admiralty embargo against women and children of any age or class crossing the Atlantic still continues, and is only relaxed under conditions which it has been my duty to carry out.

It is impossible for any person to leave these shores without the written permit or passport of the British Government, and this applies equally to males as females.

EMIGRATION RETURNS.

The British Board of Trade have not issued any figures during the past year.

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REPORT OF THE COMMISSIONER OF IMMIGRATION, WINNIPEG, MAN.

J. BRUCE WALKER.

On account of war conditions, a very small number of British-born people came to Western Canada during the year.

The number of settlers from the United States who entered Canada at western ports of entry during the year is very satisfactory, and shows an increase of over 50 per cent compared with the previous year, as shown in the following comparative statement. This statement also shows almost the same percentage of increase in the number of carloads of settlers' stock and effects, and the value of same.

It is also worthy of note that the increase in the number of settlers, as compared with the previous year, almost equals the total number of settlers who entered Canada at western ports in the year 1915-16; the difference in favour of the last-mentioned year numbering only 18 persons.

SETTLERS from the United States 1917-18.

Port of Entry.	Number of Settlers.	Settlers' Wealth.	Carloads of Settlers' Stock and Effects.	Value.
		\$		\$
Fort William, Ont.	145	8,385		
Fort Frances, Ont.	5,920	336,995	31	59,735
Sprague, Man.	263	15,217	6	21,150
Emerson, Man.	11,753	1,105,106	393	589,506
Gretna, Man.	1,025	188,401	79	83,791
Morden, Man.	155	18,530		
Bannerman, Man.	194	28,646	6	7,618
Snowflake, Man.	26	35,000	30	28,514
North Portal, Sask.	6,034	1,929,438	694	1,055,877
Marienthal, Sask.	32	37,345		
Big Muddy, Sask.	37	23,132		
East Poplar River, Sask.	200	4,600		945
West Poplar, Sask.	27	31,077		
Northgate, Sask.	88	17,918	7	22,761
Willow Creek, Sask.	21	14,370		
Coutts, Alta.	3,266	2,130,862	247	358,837
Newgate, B.C.	254	31,563		
Kingsgate, B.C.	4,635	621,918	222	585,410
Grand Forks, B.C.	131			
Rosslund, B.C.	67	5,719		
As compared with year 1916-17.	34,273 22,636	6,584,222 4,600,073	1,715 1,173	2,814,138 1,809,184
Increase.	11,637	1,894,149	542	1,004,954

The demand for farm hands, domestic servants, and housekeepers was good during the year, 12,188 persons having been sent to employment on farms during the year, as compared with 9,536 last year.

The wages paid for all classes of farm help ruled high during the year, as will appear from the following figures:

	Season (7½ mos.)	Winter (1½ mos.)
Farm hands, experienced.	\$40-\$50	\$20-\$25
“ inexperienced.	\$25-\$30	\$15-\$20
Married couples, experienced.	\$60-\$65	\$40-\$45
“ inexperienced.	\$40-\$50	\$30-\$35
Domestic servants.	*\$20-\$25	

* The year round in all cases with board and lodging.

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During the year the officers and members of the Royal Northwest Mounted Police have been of great assistance to this department and to settlers.

The immigration halls in the West have afforded ample accommodation to a large number of settlers. These halls have been regularly inspected during the year.

The hall at Winnipeg afforded accommodation to 1,194 persons during the year; total, 3,582 days. The destitute cared for numbered 45, who were supplied with 1,174 meals at an average cost of 9.10 cents per meal.

The deports cared for numbered 82; meals supplied, 1,632, at an average cost of 9.10 cents.

CROP 1917.

The Government inspections (all railways) give the following figures:—

Wheat inspected to date	151,579,000
" in transit, not inspected	1,559,000
" in store at country points	3,686,000
" used for seed, feed and country mills	35,000,000
" in farmers' hand to market	2,000,000
	<hr/>
	193,824,000
Less dual inspection (est.)	3,000,000
	<hr/>
Total wheat crop	190,824,000
Oats inspected to date	54,966,600
" in transit, not inspected	363,000
" in store at country points	1,844,000
" in farmers' hands to market	2,000,000
	<hr/>
Barley inspected to date	9,142,900
" in transit, not inspected	50,700
" in store at country points	352,000
	<hr/>
Flax inspected to date	4,927,600
" in transit, not inspected	20,000
" in store at country points	247,700
Cars inspected:	
Wheat	124,711
Oats	28,314
Barley	7,663
Flax	4,152
Rye	552

The following tabulated statements give the acreage, total yield, and average yield per acre in 1917:—

	MANITOBA	Yield in	Average yield
	Acreage	Bushels.	per acre.
Spring wheat	2,850,353	42,638,510	14.9 bush.
Fall wheat	3,009	50,551	16.8 "
Oats	2,230,005	63,372,832	28.4 "
Barley	1,270,724	26,014,948	20.4 "
Flax	63,605	552,309	8.6 "
Rye (fall)	54,747	866,845	15.8 "
Rye (spring)	25,866	429,472	16.6 "
Peas	3,999	58,999	15.1 "
	<hr/>	<hr/>	<hr/>
	6,502,197	133,984,465	
	SASKATCHEWAN	Yield in	Average yield
	Acreage	Bushels.	per acre.
Wheat	8,273,253	117,921,300	14.2 bush.
Oats	4,521,642	123,213,600	27.2 "
Barley	669,927	14,667,900	21.9 "
Flax	753,700	4,710,600	6.2 "
Rye	53,269	1,118,000	21.0 "
Potatoes	67,700	9,010,000	133.0 "
Roots	11,104	1,727,000	155.5 "
Hay and clover	260,275	369,600 tons	1.4 tons.
Alfalfa	9,500	15,300 "	1.6 "
Fodder corn	15,658	31,300 "	2.0 "
	<hr/>	<hr/>	<hr/>
Cereal and root	14,350,595 ac	271,768,400 bush	
Fodder	285,433 ac	416,200 tons.	

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ALBERTA.			
	Acreage	Yield in Bushels.	Average yield per acre.
Spring wheat.....	2,845,600	51,932,200	18'25 bush.
Fall wheat.....	51,700	1,059,900	20'50 "
Oats.....	2,537,900	86,288,600	34'00 "
Barley.....	472,100	10,386,200	22'00 "
Rye.....	30,880	633,000	20'50 "
Peas.....	1,851	32,400	17'50 "
Mixed Grains.....	24,027	618,700	25'75 "
Flax.....	139,890	978,600	7'00 "
Potatoes.....	48,917	7,409,000	151'46 "
Turnips, etc.....	10,947	2,272,000	207'56 "
Hay and clover.....	493,522	730,400 tons.	1'48 tons.
Fodder Corn.....	3,976	4,000 "	1'00 "
Alfalfa.....	31,396	64,400 "	2'05 "
Cereals and Roots.....	6,163,722 ac.	161,610,600 bush.	
Fodder.....	528,894 ac.	798,800 tons.	
Grand totals: Manitoba, Saskatchewan and Alberta:—			
Cereals and Root crops.....	27,046,514 ac.	567,363,466 bush.	
Fodder (Sask. and Alta.).....	814,327 ac.	1,215,000 tons.	
Value of Products to farmers:—			
Manitoba.....			\$154,955,548
Saskatchewan.....			348,002,200
Alberta.....			193,601,200
			<hr/> \$696,558,948

Full information is not available as to the amount realized by farmers in the three western provinces, during the year, for horses, mules, beef and store cattle, cows, sheep, swine, wool clip, dairy products, poultry and its products, garden stuff, and honey disposed of, but some idea may be gained from the figures furnished by the Union Stockyards, Winnipeg, where over \$30,000,000 worth of stock was handled in eleven months of 1917. During the year, Manitoba produced \$5,903,811 worth of dairy products.

REPORT OF INSPECTOR OF UNITED STATES AGENCIES.

W. J. WHITE.

To whatever it may be credited, there has been aroused in the United States during the past year a greater interest in Canada and Canadian affairs than since the ante-war days, when the immigration from that country far exceeded what it is to-day. It was a change that was greatly desired, and the causes not far to seek. It may be true that they were of a mixed variety, partly selfish and partly friendly, with a greater percentage of the friendly order. Of this I am satisfied, for everywhere, especially after the United States entered the war, the "feel of the air" was so different. Even before this, the praises of the wonderful fighting qualities of the Canadians were being sounded in all the press, their exploits on the field were headlined, and the editor dropped his pen of prose, and wrote the songs of the valorous Canadians. The mind of the public became imbued with the same spirit, and it only wanted the psychological entry of that country into the war to bring about a brotherly friendliness that can never be broken. It began to dawn upon these people that Canada and Canadians were worth considering. These headliners and these editorials were the promptings of an emulation that reached all classes, and I have been told that the keynote to efficiency amongst the rapidly enlisting troops, was the slogan "let us show to the world that we are as great fighters as the Canadians, let us equal their deeds of valour. We may not be able to do so, but we will do our best." Officers and men, men and officers, all were alike in this respect. Kindly words everywhere, an interest everywhere, "and, you're from Canada! I tell you Canada is doing nobly." Expressions heartfelt, warm, and

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cardinal, such as these, were heard on all sides. Here is one of the causes for the interest taken in Canada. Another cause was the personal one. Hearing so much of it, so much of its people, of its resources, its wealth in most all the natural resources that make a nation strong within itself, of its agricultural wealth, the question arose, how may I benefit myself by going to Canada, and pursue agriculture, of which I have considerable knowledge. How may I do this and become a greater producer for the benefit of the allies and their fighting forces? This led to the answer found in what thousands of others had done in the wealth that the soil would produce, in the cheapness of an article that would yield manifold more than the much dearer article on their own side of the border.

We secured last year many more people than at any other time during the period of the war. They brought more wealth per capita, than ever in the past. There was a renewal of the spirit that was breaking when Canada entered the lists of battle. The tide was turning, and I am pleased to say that during the year there has been nothing but an advance movement.

That it might not be thought that in the eagerness and desire of our loyal and active corps of agents to show results, there was an indifference as to the class of settlers, I wish to say, that never have they been as careful in their selection. And I want to add that the task of elimination was not an easy one. There were likely to be undesirables, alien enemies, those of a country with whom we were at war. And there were hundreds of them. The interests of the country were to be safeguarded at every step, and none permitted to go forward who were not qualified in every sense, to become law-abiding, useful citizens. And they were kept out. Kindly but forcefully they were told Canada had no place for them. The year's work shows a steady flow, month by month, for the entire year, of an immigration of a people of a class that will prove of greater value to the country than for many years past.

I need only point to the advance in the price of farm lands throughout our western provinces, as proof of the value of the work done during the past year. There has been a decrease in the number of homesteads taken up as compared with the previous year, but the railway and land companies report sales as having greatly increased in prices as well as in price secured. This has all come about by the demand created by the settler of the past year who came in with money and experience, and also the demand of adjoining farmers for more land.

It is not uninteresting to note that the work of repatriation was carried on, and successfully. Those who follow the trend and history of immigration agree that immigration has its foundation in unrest. Keep up unrest amongst a people, and you will always have a movement of people, and hence immigration. The workings of the seed of unrest have been evidenced in Canada, especially amongst the newcomers in far-off districts, where the women had possibly to do the work of the men, where a binder became detached from the sickle guards, and no guards could be found, or the links of a bull-wheel chain had dropped off in the field. No others handy, a drive of forty miles to a town. Grain ripe, the yield would be great. Discouragement, and the story of green fields, far away, unrest, and a movement. We have had it, we have had the stories told to farmers who had prosperity in view away this side of the horizon, and yet they shifted. In one case, twenty-six families all told, from one neighbourhood, left for the far-off green fields, for the land "where all they had to do was to seed the grain and it would harvest itself." This was three years ago, and it was only the other day, as I sat on a box at a certain station in one of northern towns of the Southern States, I saw the last of the twenty-six farmers place the double-tress of a wagon in a car that was labelled "Winkler, Canada." And then I had another talk with the farmer. I had had several before this, for as I have intimated a portion of our work is repatriation. He said, "Well, that's over, and now I go back to a country I should never have left. I go back to get more good crops," and with a few crude but expressive comments regarding the man who had induced him to move, at such a

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great loss, with one hand he removed the same old hat he brought from Western Canada three years ago, and with the other wiped away the beads of perspiration from his brow, grasped the rail of the car platform, and started for Canada. Two thousand dollars of a loss. But the same story is reported in many other places. They just go away for a change, and return to remain satisfied.

Altogether we have had a successful year, and should the same spirit exist, and the same work continue, I look for the year 1918-19 to be away ahead of this.

REPORT OF THE CHIEF MEDICAL OFFICER OF IMMIGRATION.

PETER H. BRYCE.

The work of port medical inspection has in consequence of the war been small in amount and medical officers have been engaged in military work or in medical work elsewhere.

TABLE I.—Giving Immigrants rejected at Ocean Ports by causes in 1917-18.

Heart Disease.....	1	Criminality.....	1
Hernia.....	1	Desertion.....	1
Insanity.....	3	Indirect Passage.....	7
Mental Deficiency.....	1	Lack of Funds.....	19
Poor Physique.....	1	Likely Public Charges.....	20
Syphilis.....	1	No passport.....	1
Trachoma.....	4	Stowaway.....	9
Accompanying Patient.....	1		
		Total.....	71

The total rejections, while small, are large relatively, since in 1912-13, with 263,423 such immigrants, the total immigrants rejected were only 756 or 1 in every 348 as compared with 1 in every 109 this year. The 12 refused admission for medical reasons included three insane persons; while the criminals, poor physique, and paupers necessarily include most mental defectives.

TABLE II.—Giving Deportations by Nationalities.

	1916-17.	1917-18.	Total 1902-18
British.....	186	36	7,011
American.....	324	107	3,100
Other Countries.....	95	84	2,739

The total deportations to the United States, while much the greater, are relatively few in comparison with the larger number of immigrants therefrom during the year. Most of these are undesirables from the social rather than directly from the medical standpoint.

TABLE III.—Giving Causes for which Deportations have taken place for fiscal year, 1917-18.

Alcoholism.....	1	Tuberculosis.....	2
Anemia.....	1	Accompanying.....	39
Drug Habit.....	7	Criminality.....	274
Epilepsy.....	1	Immorality.....	18
Hemiplegia.....	1	Public Charges.....	91
Hernia.....	1	Prostitution.....	23
Insanity.....	32	Vagrancy.....	35
Paralysis.....	1		
		Total.....	527

It is interesting to note the large number, 527, of deportations, and the small number of total immigrants as compared with such years as 1912-13, when with over 400,000 admissions to Canada there were but 1,281 deportations. This fact seems to make it more and more evident that the undesirables, whether physical, mental, or

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moral are by no means eliminated in any single years of arrival; but their defects from year to year continue to bring them within the official purview of the department.

Table III shows how the unsocial immigrant remains a menace to society; and now that mental studies of criminals in institutions are making it clear that it is the mental defectives that form the majority of such classes, the extreme importance of preventing such from finding admission to Canada is every year becoming more evident. The medical cases, forming by far the greatest number of deportations in the past, have declined to a minimum with the few arrivals in recent years. Such naturally have either recovered or died; but the defective with criminal tendencies becomes a recidivist in our prisons and public institutions, and a permanent charge upon the State.

The outcome of immigration operations from the social standpoint further appears in annual reports from provinces and cities. The Attorney General of Alberta reports that for 1917, of the 905 official dependents of the province, 402 were Canadian and 503 were immigrants. Of the cases dealt with there by the juvenile courts there were in all, 525 of 16 years and under, of whom 205 were Canadian, and the balance, 320, were immigrants or the children of foreigners.

It is worthy of note that there were of Americans 70, and of English 64, with the next highest German 37, followed by 29 Russians, 27 Scotch, and Jewish 20.

The report states: "Many of the children who appear before the court are not normal mentally." As further illustrating the great importance which immigration has on local public relief work, it will be recalled that last year's report states that 51.3 per cent of the cases dealt with by the Montreal Charities Organizations were immigrants, while of the 922 attending the psychiatric clinic of the Toronto General Hospital, only 446 were Canadian.

This is supplemented by the figures of Toronto General Hospital clinic for the year ending March 1, 1918.

TABLE IV, giving nationality and source of cases in Psychiatric Clinic, Toronto General Hospital, for year ending March 1, 1918. Total cases, 1,455.

Nationality.	Source
Canada	803
England	291
Russia	86
Scotland	56
United States	39
Italy	34
Ireland	25
Other Foreign Countries	121
	Juvenile Court 803
	Refuges, Homes and Children's Society 230
	Medical School Inspection 169
	Social Organizations 32
	Children's Hospital 8
	Private Sources 31
	Industrial Homes 60
	Military Authorities 17
	Out Patient Clinic 105

The illustrations given in these several tables, where a few immigrants have come to Canada during the past four years, would seem to indicate that the work of immigration does not end at the port of entry but merges into that of colonization. In a sense different even from the treatment and prevention of disease, the work of absorbing the immigrant into the social Canadian organism is continuous and vital; while the co-ordination of the work of the department with related provincial departments and social agencies seen in so many other executive fields may well continue to increase to the mutual benefit of all and to the yet more rapid Canadianizing of the many from abroad who are making this country their home.

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REPORT OF THE CHIEF INSPECTOR OF BRITISH IMMIGRANT CHILDREN.

G. BOGUE SMART.

In this brief résumé there will be found statistical and other information regarding the work accomplished by this branch of the service.

The war has clogged the wheels of progress in so far as this branch of immigration is concerned. The enforced suspension of the work for the duration of the war is a serious matter to our farmers and householders. At no time in the country's history has the need for farm help been so insistent as at present.

At the commencement of the year 1918 there were 871 children eligible for inspection. Of this number 544 were boys, and 327 girls. Their distribution was as follows: Ontario, 658; Quebec, 104; New Brunswick, 47; Nova Scotia, 37; Prince Edward Island, 8; Manitoba, 6; Saskatchewan, 2; Alberta, 4; and British Columbia, 5.

This past year was unique in the history of the movement, inasmuch as there has been no juvenile immigration.

The number of juveniles inspected and reported upon in 1917-18 by officers of this department was 1,648. These reports were made individually and transmitted with promptitude to the Local Government Board, London, through the office of the High Commissioner for Canada.

73,524 boys and girls have migrated to Canada since the organization of the movement, the majority of whom have been employed in agricultural pursuits.

There has been an extraordinary demand on the Homes for the service of both boys and girls. Since 1900-01-1916 the number of applications was 359,589, while the total emigration was 32,078.

The general progress of our Old-Country boys during the past year was very gratifying indeed; many of them having completed their apprenticeships are remaining in their original situations as the "hired man." As farm hands they are indispensable, and for that reason many farmers, known to me, have not allowed the mere question of wage to stand in the way of retaining the services of a boy or youth whose industry and capability they recognize.

To those who have taken a kindly interest in this subject it will be gratifying to know that, notwithstanding the innumerable appeals that have been made to the people in the motherland, the fountain of generosity in so far as the necessitous child is concerned, has not dried up, and that this noble work has suffered no serious diminution.

The homes and training schools which have been aptly described as "Ever Open Doors" are to-day filled to capacity, and it is to be hoped that in due time many of these children may be permitted to migrate to this part of the Empire, where there are many advantageous openings awaiting them.

The following statement shows the number of applications received by the various agencies for children during the year just ended:—

Society or Agency.	Applications received for Children.
Dr. Barnardo's Homes, Toronto and Peterborough, Ont., and Winnipeg, Man	12,175
¹ Miss Macpherson, Stratford	334
Mr. J. W. C. Pegan, Toronto	400
National Children's Home and Orphanage, Hamilton	1,000
Mr. Quarrier, Fairknowe Home, Brockville	310
Marchmont Home, Belleville (Mrs. Birt's)	433
² Mrs. Smyley, Hespeler	60
The Catholic Emigration Association	2,045
Church of England Waifs and Strays Society, Sherbrooke, Que.	60
³ Church of England Waifs and Strays Society, Niagara-on-the-lake, Ont.	

¹ Between 450 and 500 more of which no record is kept.

² Also a number by telephone and callers at the Homes.

³ Closed.

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SUPERVISION AND AFTER-CARE.

The responsibilities of my office include a general oversight of all children under the age of 18 who have been brought to Canada by organizations and accredited agencies. The department has therefore a general supervision of every juvenile brought to the Dominion, not a member of a family.

The policy of inspecting the children by this department is practically the same as that laid down by the regulations of the Local Government Board and Home Office, respectively, in Great Britain.

The department holds to no hard-and-fast rule as to the age when the inspection of a boy or girl shall cease, if the necessity for it is apparent.

The reports transmitted to England contain the fullest information respecting the conditions under which each child is living and employed.

When a boy or girl is discovered in an unsuitable environment the matter is brought to the notice of the Superintendent of the Home, and the child is transferred to another home or situation.

The Receiving and Distributing Homes were duly inspected during the past year, and were found in good order and well equipped.

These centres are of immense advantage to the children, and have added greatly to the efficiency of the work. The children, after reaching their majority, have no longer any claim on the Home, as they are considered self supporting, yet they are always given a welcome should they return for a visit.

Nearly all the homes are situated in Ontario, Quebec, and the Maritime Provinces, and the majority of the children have therefore been located in these provinces.

In keeping with the times, there has been noticed a very material advance in the wages paid these young farm hands. They are of very frugal habits. Every dollar these boys or girls save is well and honestly earned. They are thrifty, and the large majority have accounts in a chartered bank or in the Post Office Savings' Bank.

The question has not infrequently been asked me as to what these boys do with their wages, and this has been made the subject of special inquiry.

As already indicated, one thousand six hundred and forty-eight juveniles were inspected and reported upon to the Local Government Board, London, in 1917. Of this number, one thousand three hundred and twenty-six were of wage-earning age, and three hundred and twenty-two were of school age and placed under the foster parent system, i.e. for home, clothing, and schooling. The aggregate wages of those under the supervision of the department was \$69,720.20, or on an average of over \$50 per juvenile—not taking into account board and keep.

The great majority have Savings' bank accounts, either in their own name or in trust for them by the Home, and accessible to them when necessary. In this connection the following examples, selected quite indiscriminately, may be interesting, when it is borne in mind that the boys came to this country practically penniless.

A young man called at one of the Homes a few days ago, en route overseas with the Canadian Expeditionary Force and left for safe keeping \$1,200 in Victory Bonds, and \$370 to be deposited in a savings bank in trust for him. He had started to work on an Ontario farm eight years ago, and this represented his net savings.

Another young man who had unsuccessfully attempted to enlist, invested \$1,000 of his \$1,300 savings in Victory Bonds, all of which he earned as a farm hand, having started as boy apprentice seven years ago.

Some of the boys, and girls, too, of whom I have heard, are in the habit of helping their poor relatives in England financially from time to time, and others have brought their mother, father, brother, or sister to Canada.

That this work of child saving has proved to be not only philanthropic but intensely patriotic and Imperialistic is evidenced by the large number of youths and

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young men who have been flocking to the colours in Canada since the beginning of the war. Many of them already having made the supreme sacrifice, their bodies lying in the fields of France and Flanders, while their companions, with the same indomitable courage, are marching on to final victory.

Such loyalty to the Motherland and such readiness to come to her help on the part of these young men should give this work a new value in the eyes of Empire builders.

In a general way it may be said that everyone of these young soldiers left comfortable positions and good homes either on the farm or in the town to answer the call of duty.

In addition to these there are many who, failing to pass the necessary examination for active military service, are nevertheless doing their bit in munition works in Canada.

Dozens of these boys have won their commission on the field, and are now distinguishing themselves as officers and non-coms. The Military Medal and other decorations have been awarded these erstwhile immigrant boys, and several have, I believe, been recommended for the Victoria Cross, thus proving that in addition to their loyalty they possess the true fighting spirit of the British born.

Returns of enlistments of Old Country boys received from the various societies, March 14, 1918:—

Bernardo	6,195
Middlemore	434
Macpherson	407
Church of England	495
Catholic Emigration Association	531
Salvation Army	67
Mrs. Smyley	115
National Children's Home and Orphanage	486
Fegan	250
Quarrier	100
Manchester and Salford Boys' and Girls' Refuge	83
Mrs. Burt	402
Total	9,875

The far-reaching results of years of effort on behalf of child immigration from Great Britain and Ireland are thus becoming more manifest as the years go on. This great war, while putting a complete temporary check on this work, has been the means of throwing a new light on the importance of this form of enterprise, within the Empire.

CANADA

REPORT

OF THE

MINISTER OF PUBLIC WORKS

ON THE

WORKS UNDER HIS CONTROL

FOR THE

FISCAL YEAR ENDED MARCH 31

1918

*Submitted in Accordance with the Provisions of Chapter 39, Section 34,
of the Revised Statutes of Canada.*

PRINTED BY ORDER OF PARLIAMENT



OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1918

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

I have the honour to lay before Your Excellency the Report of the Department of Public Works of Canada, for the fiscal year ended March 31, 1918.

I have the honour to be, sir,

Your Excellency's most obedient servant,

F. B. CARVELL,

Minister of Public Works.

OTTAWA, December 14, 1918.



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REPORT

OF THE

DEPUTY MINISTER OF PUBLIC WORKS

FOR THE

FISCAL YEAR ENDED MARCH 31, 1918.

DEPARTMENT OF PUBLIC WORKS, CANADA.

OTTAWA, November 1, 1918.

Hon. F. B. CARVELL,
Minister of Public Works,
Ottawa, Ont.

SIR,—I have the honour to submit the report of operations of the Department of Public Works during the fiscal year ended March 31, last.

EXPENDITURE.

The total expenditure made by or through the department during the fiscal year 1917-18, on its various works of construction, maintenance, and operation, amounted to the sum of \$14,055,207.70. The details of this amount are classified under the following heads:—

Harbour and river works	\$ 5,551,773 97
Dredging, plant, etc.	1,405,838 16
Slides and booms	64,859 36
Roads and bridges	18,991 41
Public buildings	5,843,288 72
Telegraphs	751,451 48
Miscellaneous	419,004 60
Total	<u>\$14,055,207 70</u>

The department has carefully adhered during the year under review to the policy of retrenchment which has been followed since the outbreak of the war, with the result that the aggregate outlay this year is \$2,106,388.50 less than that of the preceding year; and \$15,228,109.12 less than the expenditure three years ago. The parliamentary grant for this year was \$9,914,057.70 less than that for the year 1916-17 and will be further substantially reduced for the year 1918-19.

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REVENUE.

The revenue for the year amounted to the sum of \$421,491.81, and is made up as follows:—

Slides and booms.....	\$ 26,187.92
Graving docks.....	56,184.16
Rents.....	106,205.19
Telegraphs.....	204,877.43
Casual revenue.....	27,737.23
Total.....	\$421,491.81

It will be noted that there is a decrease of \$71,768.17 from last year's figures, which is practically the difference in the returns from slides and booms. The other items of revenue while showing fluctuation from the preceding year have aggregated about the same amount. The great decrease in slides and booms revenue is attributable to the new arrangement made last year whereby the St. Maurice slides and booms system was leased to the St. Maurice River Boom and Driving Company, Limited, from the first of April, 1917, at a rental of \$1 per annum. The company was to collect the rates of tolls established by Order in Council, and after defraying the cost of maintenance and operation was to pay over the surplus there might be of revenue over expenditure. When this system was operated direct by the department, the practice was not to charge the cost of maintenance and operation against the revenue, but to defray expenditures from certain special appropriations granted for that purpose and return the entire collections as revenue. No payment has so far been made by the company under the existing agreement but, in any event, the change of method by which all expenditure is now deducted from revenue is bound to show a very substantial decrease in the latter.

Reference was made last year to the particularly small returns from the Ottawa River district. This year the collections were \$9,904.38 more than the previous year, and the number of sawlogs 1,059,361 more than last year; the increase being due to the large quantity of logs from tributaries coming out which had been hung up the previous year.

HARBOUR AND RIVER WORKS.

The total expenditure in this branch of the Department of Public Works was \$5,551,773.97, of which \$1,097,244.58 was charged to capital and \$4,454,562.39 to income. This is almost one million dollars less than last year's outlay.

The following is a list of works which have been completed during the year:

Nova Scotia.—East River. River improvements and lock.

New Brunswick. Small landings at Bass river, Moulies river, and St. Nicholas river.

Quebec. St. Zotique. Small icebreaker.

Ontario. Desclerats, small landing; Fort William, quay walls, Kingston harbour improvements, and Port Arthur pile protection breakwater.

British Columbia. Sea Otter cove, small landing, Steveston jetty, second section at mouth of Fraser river, and Victoria breakwater.

The following works were under contract but unfinished at the end of the fiscal year:

New Brunswick. St. John. Courtenay bay, harbour improvements.

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Quebec.—Laprairie dyke, Rimouski harbour improvements, River St. Charles improvements, and the Champlain dry dock at Lauzon.

Ontario.—Port Stanley extension to western breakwater and Toronto harbour works.

British Columbia.—Vancouver, shed on west side of wharf, and Victoria, wharves and shed.

DREDGING.

The expenditure under this head amounted to \$1,405,838.16, a decrease of \$1,004,575.08 from that of the preceding year.

There were seventeen units of the departmental dredging plant not in commission during the fiscal year 1917-18. This released several Public Works tugs, and advantage was taken of this fact to place them at the disposal of the departments of the Government in need of such vessels; the Naval Service Department making use of the steamer *Speedy*, tugs *Helena*, *Canso* and *Sir John*; and the Customs Department making use of the tug *Canso* prior to this vessel having been taken over by the Naval Department.

The expenditure on the plant has been kept as low as possible, consistent with economic efficiency, and no new plant has been acquired or constructed. The outlay on contract dredging amounted to only \$53,359.07.

The dredging of the channel in the East river, Pictou harbour, Nova Scotia, was completed. This work has been under way by dredge *P. W. D., No. 5 (Northumberland)* since 1908, and the work has involved the removal of 2,972,228 cubic yards.

A channel has been completed in the Saguenay river, giving a least depth of 16 feet and a width of 250 feet from the foot of the battures to Chicoutimi.

A satisfactory commencement has been made in removing shoal patches and points, which have been a source of danger to navigation in the main channel of the St. Lawrence river in Lake St. Louis.

This season saw the practical completion of the West Fort turning basin of the Kaministiquia river, at Fort William. The improvement of this harbour by dredging, to the extent planned, is expected to be finished next season.

The work at Port Arthur harbour during this season consisted in easing the entrance to the Government elevator slip; widening the main harbour south; widening the King's channel; completing the Saskatchewan Co-Operative and Grain Growers' slip and commencing the Richardson's elevator slip.

The close of the year has seen the completion of the widening and deepening of the channel through the First narrows to Vancouver harbour, and the removal of Parthia shoal; there is now a least depth of 35 feet over the First Narrows channel and Parthia shoal, and a least width of 1,200 feet in the channel, which had a width of 450 feet and a depth of 30 feet when the work was commenced in December, 1911. To effect this improvement has involved the removal of 4,139,260 cubic yards.

At Nanaimo, work has been carried on since 1914. By the removal of Rocky shoals the harbour has been greatly improved; no further work being required for presently prospective navigation.

This season saw the completion of the improvement, by dredging, of Victoria harbour. The Rocky shoals obstructing the free passage of the vessels have been removed so that there now exists in the inner harbour the safe depth of 20 feet, which is expected to be sufficient for the accommodation of shipping for some time.

Special reports, to the number of thirty-one, were forwarded during the year to the Departments of Marine and of the Naval Service, so that mariners might be kept acquainted by means of alterations of charts and notices to mariners with such work as has been accomplished.

Dredging operations were also carried on at the following places, where an expenditure of \$10,000 or over was made:—

Nova Scotia.—Liverpool.

Prince Edward Island.—Bridgetown, and Rustico South.

New Brunswick.—Bathurst, Campbellton, St. John channel, St. John West, and Shippigan.

Quebec.—Be aux Foins, Longueuil, Mission Point, and River St. Maurice.

Ontario.—Byng inlet, Hamilton, Midland, Port Burwell, and Port Stanley.

Manitoba.—Red river and Selkirk Slough.

British Columbia.—Fraser river (North Arm and Sandheads) and Skeena river.

PUBLIC BUILDINGS.

The sum expended on construction, maintenance and repairs of public buildings throughout the Dominion was \$5,843,288.72, which is approximately the amount which was expended during the previous fiscal year. Of this amount, \$2,671,855.88 was expended in the construction and improvement of public buildings; and \$2,168,432.84 in repairs and maintenance.

The following buildings were completed during the year:—

Quebec.—Quebec post office. Minor works were executed to complete the main contract. Partitions were erected to form offices for the Military Service Act officials. Installation of tower clock and post office fittings.

Ontario.—Kingston. Erection of gymnasium at Royal Military College, Trenton. Alterations and additions to post office and post office fittings and new floor in lobby.

Manitoba.—Winnipeg. Alterations to Immigration Hall for Postal Station "A."

Saskatchewan.—Regina. Alterations to Royal Bank building and Customs Express building.

The following buildings were still under contract at the close of the fiscal year:

Nova Scotia.—Halifax barracks on north common.

Quebec.—Three Rivers public building.

Ontario.—Ottawa Parliament buildings.

Alberta.—Calgary drill hall.

Owing to the shortage of anthracite coal last winter, in order to conserve this class of fuel as much as possible and with a view to setting an example to large private users the department made changes in many of the furnaces in public buildings situated in the Maritime Provinces and in the West so that local or bituminous coal might be used for heating. In this way, a very considerable quantity of anthracite coal was saved for domestic consumption. The results in the public buildings were generally satisfactory, although the soft coal required much closer attention and more careful firing than the anthracite.

The department was very fortunate in not having much damage done to the public buildings in the city of Halifax when the terrible explosion took place in the harbour on the 6th of December, 1917. Outside the roof of the drill hall being

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wrecked, the post office and Customs buildings suffered only from broken windows and temporary dislocation of portions of the heating apparatus all of which was promptly repaired.

RECONSTRUCTION OF PARLIAMENT BUILDINGS, OTTAWA.

The progress made with the reconstruction of the Parliament buildings during the past year has been exceptional, and it may safely be said that a record has been set in its rapid construction. At the same time, the work is of the highest quality, in keeping with a national undertaking of this character.

On April 2, general building operations were resumed for the season of 1917, the masonry of the interior walls on the Senate wing being two storeys high, and an average of four feet above ground level for the balance of the building.

When masonry work was discontinued on December 18, 1917, all exterior and court walls had been completed to the main cornice or roof level; leaving the stone work of the four north ventilating towers, the front pavilions, the chimneys and the pent-houses above the roof to complete the exterior masonry.

The main tower was not proceeded with last year, the contractor devoting his energies to getting the building under roof before winter.

Structural steel-work, which was well started at the opening of 1917, has been completed, excepting minor sections such as pavilion and tower roofs, miscellaneous beams for stair landings, etc.

The sloping roofs are being constructed of Flex-or-Crete, a fireproof concrete nailing composition, while the flat roofs or decks are of terra-cotta arch tile. These sloping roofs have been completed with the exception of the Commons roof, which could not be placed on account of the early frost, while the roofs of the towers and pavilions cannot be constructed till the masonry walls of same are finished.

The terra-cotta arching of the flat roofs has been set, and the placing of the copper and tar and gravel roof covering will be proceeded with as weather conditions permit.

The setting of the terra-cotta arches for the floors of the building was commenced September 25, 1917, and approximately 80 per cent of this work has been completed.

The excavation for the foundations of the central heating plant is well advanced, and the concrete foundations for the north wall of this building have been placed.

Labour conditions have been generally satisfactory, the average daily force on this work for the year 1917 being 495 men.

During 1917, there were fourteen meetings of the Joint Parliamentary Committee and fifteen meetings of the board on the reconstruction work; also meetings of the Speakers, Senators, and Chairmen of the House Committees to discuss the general works of this building and arrangement of accommodation.

The expenditure on the work to March 31, 1918, amounted to \$2,774,873.18.

In addition to the contracts mentioned in last year's report, the P. Lyall & Sons Construction Company, Limited, as general contractors for this work have, with the approval of the Joint Parliamentary Committee, entered into the following sub-contracts since the first of April, 1917:—

On April 25, 1917, the board authorized a contract for sand with R. R. Foster, Ottawa, Ont., for 5,584 cubic yards of sand at 77½ cents per cubic yard.

On April 27, 1917, the Joint Parliamentary Committee authorized that contracts be made for the terra-cotta fireproofing required for the work with the National Fireproofing Company of Canada, for \$104,473.75, the Sun Brick Company for \$17,337.50, and the Montreal Terra Cotta Company for \$14,102.50. These are being executed.

On May 1, 1917, with the Estate of James Davidson, Ottawa, for 5,000 pieces of 2-inch by 10-inch by 16-foot merchantable spruce plank, delivered on the site for \$39 per 1,000 ft. l.m.

Under date of July 20, 1917, a contract was executed with the National Brick Company of Laprairie, Limited, for the supply of 5,000,000 common brick at \$12 per thousand, delivered on the site, as authorized by the joint committee on July 18, 1917. This contract has been fulfilled.

Under date of July 23, 1917, a contract was executed with the Wallace Sandstone Quarries, Limited, of Winnipeg, Man., for the supply of 154,000 cubic feet of Tyndall limestone at \$1.02 per cubic foot f.o.b. cars, Ottawa, as per the authorization of the joint committee of February 7. In reality, this contract was not approved or executed till September 19, 1917; 38,602 cubic feet have been delivered on this contract.

Under date of August 24, 1917, a contract was executed with the Canada Cement Company for 33,000 barrels of cement, at \$2.18½ per barrel f.o.b. cars plant, freight to Ottawa allowed and deducted from the above price with the Canada Cement Company, as authorized by the joint committee on August 22, 1917.

Under date of August 27, 1917, a contract was executed with the Missisquoi Quarries, Limited, Montreal, for the supply of 7,300 cubic feet of grey marble, sawn in 8-inch to 9-inch thickness, sawn two faces, from 8 feet to 9 feet long and 5 feet to 5 feet wide, at \$3.20 per cubic foot; 2,500 superficial feet of 3-inch flag slabs, finished ready to set in position in sizes up to 8 feet by 3 feet to 4 feet for \$1.20 per square foot; 71,000 square feet of 2-inch flag slabs, as above, in sizes 3 feet 6 inches to 4 feet by 1 foot 9 inches to 2 feet, for 87 cents per square foot; 25,000 square feet of Missisquoi black marble, finished 1½-inch thick with "honed finish," cut as required, for 87 cents per square foot. All the above f.o.b. cars Ottawa, as authorized by the joint committee, August 22, 1917.

Under date of August 28, 1917, a contract was executed with Dartnell, Limited, Montreal, for the supply of 3,800 quoins, at \$122.50 per thousand; 19,000 headers at \$106 per thousand, and 37,500 stretchers at \$106 per thousand, the same to be No. 1 quality, American-made enamel brick, English size, manufactured by the Andrew Ramsay Company, of Mount Savage, Maryland, as authorized by the joint committee on August 22, 1917. It was found necessary, however, to cancel this contract on November 9, as the manufacturer could not make the deliveries required to permit the closing in of the building before the end of the season and as the works were being seriously delayed thereby an order was placed with the Don Valley Brick Works, Toronto, to supply, from stock, the balance required.

Under date of September 20, 1917, a contract was executed with the Trussed Concrete Steel Company of Canada, Limited, Montreal, for the supply of 157,000 square feet (more or less) of 24 gauge Hy-Rib at 10½ cents per square foot, delivered on the site, as authorized by the joint committee on September 18, 1917. This contract has been completed.

Under date of September 20, 1917, a contract was executed with W. J. McGuire, Limited, Toronto, for the plumbing, pipes and fixtures of this building, at \$129,900, as authorized by the joint committee on September 18, 1917.

Under date of September 25, 1917, a contract was executed with the Flexner-Taylor Company of South Boston, Mass., for the supply of 300 tons (more or less) of Flex or Crete, at \$25 per ton, delivered on the site, as authorized by the joint committee on September 18, 1917.

Under date of March 25, 1918, a contract was executed with the Otis-Fenson Elevator Company, Limited, for the supply and installation of two Otis-Standard No. 17-53, 4-1, gearless traction type electric passenger elevators, for the Senate and House of Commons office blocks, amounting to \$31,940, as authorized by the joint committee on March 21, 1918.

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TELEGRAPHS.

During the year there have been added thirty-one miles of new line in the province of British Columbia, as follows:—

	Miles.
Kanloops-Mount Olie	2
" Savona	1
" Notch Hill	11
Holley Creek-Upper Louis Creek	8
Merritt-Cumford	7
Golden-Windermere	2
Total	<u>31</u>

There is now a total mileage of 12,017½, and the offices number 1,106. The messages sent during the year aggregated 143,806, as against 111,934 during the preceding year. The expenditure was \$751,451.48 as against \$775,339.66 in the previous year, and the revenue showed an increase of \$13,421.08 over 1916-17.

The telephone, telegraph and conjoint offices on the system are as follows:—

Telephone	665
Telegraph	389
Conjoint	52
Total	<u>1,106</u>

NATIONAL GALLERY.

The National Gallery being still without premises for the exhibition of its national collection of works of art, has continued to concentrate its energies upon the development of its policy of loan exhibitions to any art gallery or body which has proper facilities for exhibiting them, and it is believed that this policy is having a direct and important bearing upon the establishment of schools of art and design throughout the country. Its popularity is evidenced by the rapidly increasing application for these exhibitions, and without new purchases it will shortly become impossible to meet all requests.

Regular annual loans of works of art were sent out during the year to St. John, N.B., Sherbrooke, Que., Fort William, Ont., Winnipeg, Man., Regina and Moosejaw, Sask.; and special exhibitions were arranged for Halifax, N.S., Montreal, Que., Art Association, Ottawa-Central Canada Exhibition, Toronto Art Museum, and Western Canada Fair Association, the circuit including Calgary, Edmonton, Brandon, Regina, Saskatoon, and Prince Albert, also Vancouver, B.C. Twenty oil paintings were purchased from Canadian artists during the year.

Appended to this report will be found detailed reports from the different branches giving full particulars of the various works carried out by this department during the year.

I have the honour to be, sir,

Your obedient servant,

J. B. HUNTER,

Deputy Minister.

PUBLIC BUILDINGS.

BY R. C. WRIGHT, CHIEF ARCHITECT.

NOVA SCOTIA.

Repairs and improvements were executed on public buildings at the following places: Amherst, Antigonish, Annapolis, Arichat, Baddeck, Dartmouth, Digby, Guysborough, Glace Bay, Inverness, New Glasgow, Liverpool, Pictou, Parrsboro, Sydney, Sydney Mines, Springhill, Truro, Westville, Windsor, Wolfville, and Yarmouth.

At Halifax, the explosion of 6th December, 1917, in the harbour, did considerable damage to the public buildings; instructions were immediately issued to make the necessary repairs, and the buildings were placed in proper order.

PRINCE EDWARD ISLAND.

Charlottetown's old bank building and the Dominion building, Georgetown, Montague, Souris, Summerside, and Tignish public buildings.

NEW BRUNSWICK.

Bathurst, Campbellton, Chatham, Dalhousie, Fredericton, Grand Falls, Hampton, Hartland, Hillsboro, Marysville, Moncton, Newcastle, Richibucto, St. John, St. Stephen, Sussex, and Woodstock public buildings.

The difficulty of obtaining anthracite coal for use in the public buildings in the Maritime Provinces was overcome by changing many of the furnaces so that local bituminous coal could be utilized for heating.

QUEBEC.

Arthabaska, Coaticook, Drummondville, Dundee, Grosse Ile, Knowlton, Granby, Lachute, Longueuil, Magog, and Quebec.

Three Rivers: This building was described in the annual report for 1914. On the 9th of November, 1917, a contract for the fittings and furniture was entered into, which is now completed. Plans and specifications prepared by this department and work carried out under its supervision. Contractor for construction of building, Mr. Joseph Bourque. Contractor for fittings, the T. Shell Company. Work carried out under the supervision of Mr. Stephen Robitaille, of this department, Ottawa.

Quebec Post Office: The construction of this building, which was described in a previous report, is completed. A four-dial tower clock was placed in position, and in full working order. Construction of this building and the various works carried on at the other Quebec buildings were done under the supervision of Mr. Arthur Pouliot, Clerk of Works, Quebec.

ONTARIO.

Aeton, Amherstburg, Aurora, Ayhner, Barrie, Belleville, Bowmanville, Bracebridge, Brantford, Bridgeburg, Cayuga, Chatham, Chesley, Clinton, Cobourg, Colling-

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wood, Dresden, Deseronto, Dundas, Elmira, Elora, Essex, Galt, Goderich, Grimsby, Guelph, Hamilton, Harriston, Ingersoll, Kincardine, Kitchener, Lakefield, Leamington, Lindsay, Listowel, London, Midland, Milverton, Mildmay, Mitchell, Mount Forest, Niagara Falls, North Bay, Orangeville, Orillia, Oshawa, Ottawa, Owen Sound, Palmerston, Paris, Parkhill, Peterboro, Petrolia, Picton, Port Hope, Preston, Sandwich, Sarnia, Searforth, Simcoe, Shelburne, Steelton, Stratford, Strathroy, St. Catharines, St. Thomas, Sudbury, Toronto, Walkerville, Walkerton, Welland, Whitby, Windsor, Wingham, and Woodstock public buildings.

Ottawa: Barns—A new wooden barn on a concrete foundation measuring 47 feet by 20 feet was erected adjoining the sheep sheds at the experimental farm.

A new flax barn was erected adjoining the main building, and measuring 47 feet by 30 feet.

Trenton: An addition to the rear of the building was constructed to provide additional accommodation for the post office.

MANITOBA.

Winnipeg buildings were repaired and improved.

SASKATCHEWAN.

Humboldt, Lloydminster, Maple Creek, Melfort, Moosejaw, North Battleford, Prince Albert, Regina, Saskatoon, Sutherland, Weyburn, and Yorkton public buildings.

ALBERTA.

Calgary, Edmonton, Grande Prairie, Lethbridge, Medicine Hat, Red Deer, Strathcona, and Wetaskawin buildings.

BRITISH COLUMBIA.

Ashcroft, Atlin, Cedarvale, Chilliwack, Cloverdale, Comox, Coutts, Cranbrook, Cumberland, Douglas, Duncan, Fernie, Field, Glacier, Golden, Grand Forks, Greenwood, Kamloops, Ladysmith, Mission, Nanaimo, Nelson, New Westminster, North Vancouver, Port Alberni, Prince George, Princeton, Revelstoke, Rossland, Saanich, and Vernon buildings; postal stations A and B, old post office building, sub-postal stations A, B and C and immigration building at Vancouver; examining warehouse and observatory at Victoria, and the quarantine station at Williams Head.

YUKON.

Dawson public building was repaired.

HARBOUR WORKS.

By E. D. LAFLEUR, Chief Engineer.

NOVA SCOTIA.

CHESTER BASIN.

Dredging.

Chester Basin is a small town situated on the N. & S. W. railway on the shore of Chester basin.

During the fiscal year 1917-18, dredge *No. 15* was in operation at this place. The work, which is the first done here, consisted of cutting a channel from the main channel in to the wharves, and dredging a channel along the front of the wharves for harbour-age accommodation.

The area covered was 18,000 square feet, with an average cutting of 6.3 feet, giving an average depth at low water of 10 feet. The channel in to the wharves has a length of 170 feet and an average width of 44 feet, and the channel along the front of the wharves has a length of 218 feet and an average width of 48 feet. The material removed consisted of mud and gravel, with a place measurement of 4,200 cubic yards, and scow measurement of 5,570 cubic yards, showing an expansion factor of 32.6 per cent. Dredge *No. 15* worked here from September 24 to Nov. 14.

CLEMENTSPORT.

Dredging.

Clementsport, Annapolis county, is a village situated on either side of the mouth of Moose river, on the eastern side of Annapolis basin.

In 1917-18, 5,182 cubic yards, place measurement, were removed, at a cost of \$2,119.70, from the left or south side of the channel immediately below the railway bridge. The work was begun on 3rd September and finished 24th November, 1917. It was all done by hand digging, at low water, the material being thrown on to a scow towed out about a mile to deep water, and dumped.

The digging is comprised within a total length of 600 feet by a maximum width of 100 feet; the depth of cut varies from 4 feet to 5 feet and the bottom of the cut is 6 feet above L.W.O.S.T., or 21 feet below H.W.O.S.T.

The excavated area will fill up by deposit of silt at a slow rate and should not require redredging for six or eight years.

EAST LA HAVÉ—REINHARDTS'.

Dredging.

Reinhardt's East La Have is situated on the western side of La Have river, about 12 miles south of the town of Bridgewater, Lunenburg county.

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Work was done at this place during the year 1917-18, by dredge *No. 15*, and is the first dredging done here by the department. A channel was taken out on each side of the wharf so that better accommodation would be available. The area covered was 1,500 square feet with an average cutting of $3\frac{1}{2}$ feet, giving an average depth of 6 feet below low water. The channel on the north side of the wharf has a length of 100 feet and a width of 30 feet, and the channel on the south side has a length of 50 feet with a width of 30 feet. The material removed consisted of mud and bricks. Place measurement, 590 cubic yards. The dredge was engaged here from November 17 to 27.

EAST MIDDLE LA HAVÉ.

Dredging.

East Middle La Have is a small farming and fishing district on the east side of the La Have river, about 9 miles from Bridgewater.

The work done by dredge *No. 15* during the fiscal year 1917-18, consisted of the cutting of a basin in front of a wharf for the better landing of the steam packet which runs on the La Have river between Bridgewater and the several small villages on the river.

The area covered was 8,000 square feet with an average cutting of 4 feet, giving an average depth of 5 feet at L.W.O.S.T. The basin has a length of 110 feet and a width of 80 feet. The material removed consisted of mud and gravel, the place measurement being 1,200 cubic yards and the scow measurement 1,558 cubic yards, showing an expansion factor of 30 per cent. The dredge worked here from September 4 to September 18.

EAST RIVER.

(This work is described in the annual report for 1915.)

East river is the most easterly of the three branches of Pictou harbour. It is navigable for small vessels from opposite Pictou to the town of New Glasgow.

During the fiscal year 1917-18, the contract let to Messrs. McDougal Bros. was practically completed, the only work still to be done consists of binding several of the dolphins with $\frac{3}{4}$ -inch wire cable. The work consisted of unwatering, common and rock excavation, and timber approach piers.

In September, 1917, Messrs. Roger Miller & Sons, Ltd., finished their contract for the lock gates and operating machinery. The total expenditure on these two contract works amounted to \$583,230.35.

Dredging.

The East river is the most important of the three branches of Pictou Harbour. Since the inception of the work in 1908, the department hydraulic dredge *No. 5* was employed, and the total amount removed to date is 2,972,228 cubic yards of clay, sand, gravel and shells. A detailed description of the whole project to that date is given on page 24 of the annual report for 1915.

During the past season, the dredge operated from June 23 to November 2, and excavated 299,700 cubic yards measured *in situ*. The material was principally soft

fluvial clay with occasional areas of harder material near grade. The cutting was dredged to a depth of 21 feet below L.W.O.S.T. and to a width of 150 feet from stations 31+00 to stations 80+00 with the exception of some hard material between station 65+50 and 67+50 which the dredge could not remove.

This material consists of 2,400 cubic yards *in situ*, or 3,120 scow measurement, of tenacious clay that will require a dipper dredge to excavate. This, in addition to some

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overlying soft material not removed by the dredge, will make a total of 5,620 cubic yards scow measurement to be dredged from that area.

In the second reach, station 120+00 to station 239+00 there yet remains 369,000 cubic yards of sedimentation to be removed from the cutting made in previous years.

INVERNESS.

Dredging.

Inverness, Inverness county, is an incorporated mining town situated on the north-western coast of Cape Breton island, about midway between the harbours of Mabou and Margaree, and 60 miles from Port Hastings, on the strait of Canso, with which it is connected by rail.

In April, 1917, the fishermen of Inverness asked the department for a channel across the beach, 15 feet wide in the bottom, and with a depth of one foot of water at low water or 5 feet at high water, to permit them to pass in and out of the harbour at least at half tide, but the channel asked for would extend beyond the protection of the eastern breakwater for a distance of 175 feet, and in order to protect this dredged channel, it was absolutely necessary to extend the eastern breakwater for that distance.

Instructions were received to excavate the channel; operations were commenced July 10, 1917, and continued when weather conditions permitted, until September 25, when the work was suspended.

The depth required was obtained throughout the length of the channel during the progress of the work, but the heavy seas washed the floating sand back into the channel, and on 26th September, when the final examination was made, it was found that the channel had an average depth of 1.2 feet *above low water* instead of one foot *below low water*; and as spring tides rise here 4 feet instead of having a depth of 5 feet at *high water*, as proposed, there were hardly 3 feet of water at that stage of the tide, and it will continue to shoal up until the channel is protected.

The amount of material removed on completion was found to be 3,155 cubic yards in place, without taking into consideration the amount of material removed and washed back into the cut.

The work was done by horses and scrapers.

LIVERPOOL.

Dredging.

Liverpool is a town situated at the mouth of the Mersey river. During the past fiscal year, dredge No. 7 removed 46,610 cubic yards, scow measurement. Work was commenced June 11, 1917, moved to Shelburne in September, and moved back to Liverpool, October 17, and continued operations until November 30, 1917.

From the bridge towards the mouth of the harbour for a distance of 1,110 feet, the nature of the material to be removed consists of mud and sawdust. For a further distance outwards of 1,034 feet the material consists of mud and sawdust mixed with fine white hard sand. In the last 1,089 feet of this channel, the bottom is composed entirely of fine, hard, white sand extremely difficult to remove with a ladder dredge. This dredging has been performed to a depth of 15 feet at L.W.O.S.T.

The bulk of the material removed during the last fiscal year came from that portion of the channel starting opposite the end of the marine slip and continuing seaward as far as the black buoy. A few scow loads at the latter end of the season were removed from the upper portion of the harbour at its northern side. This latter part of the work was 400 feet long and 100 feet wide, the main portion of the dredging over the bar had a common width of 150 feet and a length of about 1,750 feet to a depth of 15 feet at L.W.O.S.T.

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The dredged area was thoroughly swept after the completion of the work, and the full depth of 18 feet at low lake level was obtained everywhere.

SHELBURNE.

Dredging.

Shelburne is a town situated 70 miles northeast of Yarmouth and about 110 miles southwest of Halifax.

During the last fiscal year, dredge No. 7 removed 4,780 cubic yards, scow measurement, of material from portions of the upper part of Shelburne harbour. Work was commenced on September 24 and completed October 17, 1917. The dredging consisted of the removal of mud and some small rocks from the channel and approach to the McKay shipyard, situated at the extreme head of the harbour. The length of the cutting was 445 feet, the portion opposite the launchway being 100 feet long by 150 feet wide, whilst the remaining 335 feet in length was 50 feet width. Different portions of this channel and approach were dredged to a depth varying from 5 feet to 8 feet at L.W.O.S.T. The depth obtained was the greatest that could be practically gotten in the different sections, owing to fact that absolute hard rock bottom lies immediately underneath, but dredging was done in the channel opposite wharf of L. Clow; the frontage between his place and G. A. Cox's wharf; opposite Mr. Cox's wharves; and, at the request of the Shelburne Ship Builders, Ltd., tried to assist that enterprise by dredging in front of their shipyard; here we found an absolute ledge of rock after we had succeeded in removing about 80 yards of round cobble stones. The material in these latter places, from Clow's wharf to the Shelburne Ship Builders yard consisted of a hard clay formation, interspersed with small rocks varying in size from a diameter of three inches to one foot. Below this stratum, which in no place exceeded a foot in thickness, we found soft mud, but with the ladder dredge it was particularly difficult to penetrate the top stratum.

WEST DUBLIN.

Dredging.

West Dublin is an important fishing and farming district in Lunenburg county, about 14 miles from Bridgewater on the west side and near the mouth of the La Hève river.

During the fiscal year 1916-17, the departmental dredge No. 15 removed 1,956 cubic yards scow measurement or 1,505 yards place measurement showing an expansion factor of 30 per cent. The work consisted of dredging a channel along the front of the wharves about 275 feet in length, having an average width of 30 feet.

During the fiscal year 1917-18, the work consisted of the cutting of a channel by dredge No. 15, from deep water into and along the front of the wharves. The area covered was 15,400 square feet, with an average cutting $3\frac{1}{2}$ feet, giving an average depth at low water of $4\frac{1}{2}$ feet. The channel has a length of 376 feet and an average width of 41 feet. The material consisted of mud, the place measurement removed being 1,985 cubic yards and scow measurement, 2,881 yards, giving an expansion factor of 30 per cent. The total cost in this fiscal year was \$1,345.94, the dredge working here from July 9 to August 4.

YARMOUTH.

(This work is described in the annual report for 1915.)

Yarmouth Bar. Yarmouth harbour, lies about NNE. and SSW. (true), and from the upper wharves to the mouth of the harbour is nearly 4 miles.

In 1917-18, the sum of \$553.37 was expended in minor repairs to a number of places in the 1,700 feet in length of beach protection, damaged by storms.

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YARMOUTH.

Dredging.

In 1917-18, the dredge *Canada*, No. 7, removed 815 cubic yards, scow measurement, 649 cubic yards, place measurement, towed $2\frac{1}{2}$ miles. The work done consists in the widening of the turning berth opposite the Evangeline wharf, belonging to the D. A. Ry., at which the Boston steamers lie. Dredging was begun 7th January, and stopped 19th January, 1918, owing to ice conditions, which were unprecedentedly severe.

The dredging was comprised within a maximum length of 200 feet, by a maximum width of 50 feet; the maximum depth of cut was about 20 feet and the bottom of the cutting had a varying depth below L.W.O.S.T. of a maximum of 18 feet.

PRINCE EDWARD ISLAND.

ALBERTON.

Dredging.

(This work is described in the annual report for 1915.)

The village of Alberton, Prince Albert county, is situated on the northeast coast of the island at Casumpeque harbour, about 55 miles by rail from Summerside.

While a depth of 10 feet at low water was carried on channel face of the wharf, the area immediately inward of the pierhead was available only for very small boats, being about dry at low tide. In order to provide further shipping accommodation the forming of berths on either side at the outer end of the wharf was authorized, each to have a length of 185 feet and average width of 80 feet, grading in depth from 10 feet up to 5 feet at their inner end at low water spring tides. Work was commenced November 3 by D. P. W. dredge No. 11 and when suspended, November 20, a berth had been formed on the southern side of the wharf immediately inward of the southern "L"; it has a length of 90 feet and width of about 75 feet carrying an average depth of 7 feet at low water spring tides, providing sufficient protection and shelter for wintering the plant in safety.

The quantity of material removed between the above dates was 2,200 cubic yards, scow, and 1,500 cubic yards, place measurement, of overcasting, which consisted principally of mud and hard sand, all overcasting being dredged and scowed away.

BEACH POINT.

Dredging.

Beach point, Kings county, is situated on the south side of the entrance into Murray harbour. From the "point" a sand and mud spit, which is dry at low water, extends in a westerly direction along the edge of the channel a distance of about one mile and encloses between it and the shore a basin having a depth of from 13 to 3 feet at low water, affording good shelter and anchorage for fishing boats. To make this shelter available at all stages of the tide, a small channel was dredged during seasons of 1904 and 1905 from the deep water outside into the basin a distance of about 100 feet. As this channel has been found inadequate, further dredging improvements were commenced by "D.P.W." dredge No. 9 August 20 and carried on until November 3, when orders were received to take up winter quarters. During this period, 12,968 cubic yards, scow, and 13,600 cubic yards place measurement overcasting of sand and mud were removed; practically all of the overcasting being redredged and scowed away.

The improvements undertaken consist of forming a new channel to carry 7 feet at low water spring tides about 100 feet to the westward of the old cut and having a

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total length of 950 feet, including turning basin at inner end, 250 feet in length, parallel to the shore; the width of approach from deep water to the basin being from 60 to 65 feet. When operations were suspended, November 3, about 400 feet of the approach was completed to the depth required.

BRIDGETOWN.

Dredging.

(This work is described in the annual report for 1916.)

The village of Bridgetown is situated at the head of navigation on the Grand or Boughton river, Kings county.

Work was commenced May 21, 1917, and carried on continuously until July 28 when satisfactorily completed; the quantity of material removed was 33,700 cubic yards, scow measurement, of principally soft mud. The improvements made covering the three seasons involving the removal of 57,600 cubic yards, consisted of deepening and straightening the channel from about 1,200 feet below Robertson's creek up to the wharves just below the village a distance of 5,050 feet, the width of cut being 70 feet with exception of the upper 500 feet which was made 100 feet wide to form a turning basin. The average depth carried over all the work on completion was 9 feet at low water spring tides, which here have a range of 5 feet.

McPHERSON'S COVE.

(This work is described in the annual report for 1916.)

McPherson's cove, Kings county, is situated on the south side of the Grand or Boughton river, a short distance within its entrance into Boughton bay.

During the past season some slight settlement caused by storms to the roadway approach was made up with broken stone; commenced work September 22, and completed 29.

Dredging.

To facilitate shipments some improvement has recently been made in size and depth of berths on each side of the pierhead, D.P.W. dredge No. 9 working from July 30 to August 8, removing in that time 4,100 cubic yards, scow measurement, of mud. During progress of work, it was necessary to overcast 400 cubic yards, place measurement, in order to obtain flotation for the plant; this material being afterwards redredged and scowed away. The work done consisted in cleaning up shipping berths on either side of the pierhead, each berth having a length of 100 feet; their entrance being "bellmouthed" to a width of 90 feet in line with outer end of wharf, thence narrowing down to 30 feet at inner end; the depth made grading from 10 feet up to $7\frac{1}{2}$ feet at low water spring tides.

RUSTICO.

(This work is described in the annual report for 1909.)

Rustico harbour is situated on the north coast of Prince Edward Island, about midway between North point and East point, and 9 miles northerly by road from Hunter river, the nearest station on line of the Prince Edward Island railway.

Some strengthening of the beach protection work, situated immediately within the harbour entrance near the back range light, was commenced August 7, satisfactorily completed September 15, and consisted of driving twenty piles along the channel face of the work and making up some small settlement which had occurred in the brush and stone filling.

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RUSTICO.

Dredging.

Owing to the shoal depth of water carried over the greater portion of Gauthier's creek, only the smallest class of fishing boats could reach the village at low water. In order to make the head of the creek accessible at all stages of the tide, improvements of the channel approach thereto were commenced by the departmental dredge No. 11, October 26, 1916, but shortly afterwards suspended owing to the plant being ordered into winter quarters. Operations were, however, resumed again May 31, 1917, and carried through to a satisfactory completion, October 17; the quantity of material removed during this time was 29,275 cubic yards, scow measurement, of principally mud, sand, and brick clay. To facilitate the working of the plant in front of the fishing stages at upper end of cut it was necessary to overcast 3,080 cubic yards, place measurement, of mud, about half of which being afterwards redredged and scowed away.

The work done covering the two seasons consisted of forming a channel through the flats from point where abandoned in 1891 up to a small basin near the fishing stages below the village. This channel has a length of 2,350 feet and width of 60 feet, carrying on completion 8 feet at low water spring tides.

Improvement was also made in depth of water along the outer end of fishing stages located at the head of the creek for a distance of 500 feet, the depth now available being not less than 4½ feet off any stage; while the turning basin adjoining was enlarged and deepened to an average of 7 feet at low water spring tides.

Included in the above quantity is 700 cubic yards, scow, and 300 cubic yards, place measurement, overcasting, of hard sand, removed to form berths for small vessels in front of a beach protection work 200 feet in length, situated just within the harbour entrance. The dredge was employed at this work from July 17 to 20; the depth made being 9 feet at low water spring tides.

Some silting in may be expected from time to time, particularly in front of the stages where the material excavated was very soft.

Before the dredge left Rustico authority was given to clean up the area in front of Mr. Joseph Gallant's wharf, which is situated about 2½ miles in a southwesterly direction from the harbour entrance at the village of Rusticoville. The dredge operated here four days, October 23 to 26, removing 700 cubic yards, scow measurement, of mud and sand. The berth formed has a length of 150 feet and average width of 10 feet, carrying a depth of 8 feet at low water spring tides.

NEW BRUNSWICK.

BASS RIVER.

The Bass river is a small tributary of the Richibucto from the west, and enters the latter about 20 miles above its mouth.

Between the 10th and 16th July, 1917, a small landing wharf was built at Bass river at the head of navigation and about 3 miles above its junction with the Richibucto.

The landing is constructed of cribwork 8 feet wide with a frontage of 75 feet and wings extending shorewards 25 feet at each end. The interior is filled and surfaced with ballast and earth and behind the landing an area about 75 to 12 feet wide and extending back about 160 feet to high ground was graded with 2 to 3 feet of brush and about 1½ feet of earth. The lower side of this area was protected by a single face timber laid over sills and with several short cross-ties on top embedded in the fill.

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BATHURST.

(This work is described in the annual report for 1916.)

Bathurst, the shire town of Gloucester county, is situated on the south shore of Chaleur bay.

On the main or Nipisiguit channel, about 3.6 miles long from the harbour entrance to the berth and turning basin at the pulp mill, the required width of cut is 200 feet, increased to 300 and 350 feet at the turns, and depth 17 feet at low water.

The turning basin and berth together will have an average width of 450 feet, length of 900 feet and depth of 21 feet at low water.

Dredging is also required in the branch channel at the Gloucester Lumber and Trading Company's and the Geo. Eddy Company's wharves where the proposed cut is 100 feet wide, 2,000 feet long and 12 feet deep at low water; and in the middle river channel about one mile long past the Bathurst Lumber Company's wharves in Bathurst village to the departmental wharf, where 15 feet at low water is required.

The cut across the outer bar is about 1.7 miles long of which the greater part has been dredged to the required width of 200 feet and depth of 17 feet at low water. On this section and also in the main channel inside the harbour a final depth of 25 feet at low water is called for.

Dredge *P.W.D. No. 2* was at work in the past season between 13th October and 7th November on the Nipisiguit bar in the middle river channel, where about 12,600 cubic yards of sand and clay were removed in deepening a section about 500 feet long and 100 feet wide about 1,600 feet above the Forks, where previously were depths of about 10 to 13 feet.

Dredge *P.W.D. No. 3* was at work between 28th August and 27th September and on the 2nd, 3rd, 12th and 13th October on the Ripple and Ballast bars, in general removing sand and gravel, to the extent of about 29,176 cubic yards, accumulated since the dredging was previously done here.

This dredge worked on the Outer bar between 29th May and 27th August, on the 26th and 29th September, and between 5th and 9th and 13th and 16th October, removing about 85,221 cubic yards of sand and gravel, covering the greater part of the channel across the bar and deepening the outer 4,000 feet where filling-in had occurred.

The limiting depth in the channel is now about 14½ feet.

The total quantity removed during the fiscal year was about 126,997 cubic yards barge measurement.

CAMPELLETON.

Dredging.

Campbellton is situated on the south shore of the Restigouche river about 16 miles above the mouth.

At the deep-water wharves, where berths with 22 feet at low water ordinary spring tides are required to enable lumber steamers to lie afloat and take full loads, dredge *P.W.D. No. 2* was at work between 9th July and 10th August and between 13th and 15th, and 17th and 25th September, 1917, when a total of 27,350 cubic yards barge measurement was removed. The berth on the outside of the wharves was dredged to about 20 to 22 feet at low water for a length of about 900 feet and width of about 100 feet, and the inside berth was dredged to 19 to 22 feet, for a length of 650 feet and width of 50 to 75 feet.

The material was mud, sand, and gravel.

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CHURCH RIVER.

Dredging.

The Church river enters Miramichi bay about 24 miles northeast of Chatham.

A contract was entered into on August 9, 1916, with Mr. F. A. Fowlie for the removal of 14,000 cubic yards barge measurement, at the rate of 35½ cents per cubic yard, in dredging cuts 40 feet wide to 3 feet at low water across the lower shoal and to 2½ feet across the upper shoal. The length of the two cuts was 600 feet and 2,330 feet respectively.

During 1916, 6,568.9 cubic yards were removed in making a cut about 1,900 feet long across the upper shoal.

Dredging was in progress between 23rd May and 2nd August, 1917, when the work was completed.

A total of 14,421.7 cubic yards, barge measurement, was removed, from which a deduction of 311.7 cubic yards was made for dredging below subgrade.

The total place measurement quantity was 12,783.3 cubic yards and the expansion factor was 15.4 per cent in the work of the first season and 27.85 per cent during 1917.

FORD'S MILLS.

Dredging.

Ford's Mills is a farming and lumbering settlement at the head of navigation on the Coal branch, a tributary of the Richibucto river.

Between 17th October and 13th November, 1917, the shoal section was dredged by day labour, a small orange-peel dredge *Farmer's Friend* being procured from the Welsford Agricultural Society at a rental of \$14 per day, including wages of engineer and cost of gasoline, oil, and repairs.

A cut was made about 315 feet long, 20 feet wide and 1 to 1½ feet deep across a sand bar or shoal at the lower end, and in a length of about 1,250 feet at and below the landing. Shoal sections were dredged and a large amount of slabs and other mill refuse, etc., was removed leaving a channel about 20 feet wide with a depth of 1 to 1½ feet at low water, giving sufficient width for the scows and depth at half tide and over.

The material was cast over, being deposited on a scow by the dredge bucket and shovelled off at the opposite side to keep it far enough from the cut.

KOUCHIBOUGUAC RIVER.

Dredging.

The Kouchibouguac river enters the gulf of St. Lawrence about 12 miles north of Richibucto.

Between 17th September and 6th October, work was in progress to reduce a bar below a dam about 9 miles above the mouth which had an area of about 80 by 100 feet and was lowered about 2 to 3 feet.

The dredge used was the *St. Louis Star*, belonging to the St. Louis Agricultural Society, for which a rental of \$15 per day, including wages of engineer and cost of gasoline, oil, etc., was paid.

MIDDLE ISLAND.

Dredging.

Middle island is the quarantine station for the Miramichi river, and lies opposite the lower end of the town of Chatham.

In order to give a sufficient channel between the island and the mainland for the

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small motor-boat used by the quarantine officer and the caretaker, dredging was authorized under an agreement with Mr. Peter England, and was undertaken between 6th and 20th June, when a total of 2,003.1 cubic yards barge measurement was removed with the dredge *Peter England* at the rate of 40 cents per cubic yard barge measurement. The material was mud, firm clay, gravel, etc.

A cut was made about 600 feet long, 20 feet wide and with 2 to 3 feet at low water where was previously a least depth of about 1 foot.

The approach to and berth at the wharf formerly dry or nearly dry at low water were deepened about a foot in a width of 20 to 30 feet and length of about 150 feet.

MOULIES RIVER.

Moulies river, Kent county, is a small branch of the Richibucto, entering the latter from the west about 17 miles above its mouth. It is navigable for small boats and scows for about three miles.

Between 4th and 18th September, 1917, a small wharf, to be used as a landing place and storage ground for shell mud, was constructed at the lower side of a highway bridge at the head of navigation on the Moulies river.

The landing has a frontage of 95 feet, and consists of cribwork 8 feet wide with a wing of the same extending 50 feet to the shore at the lower side.

The cribwork is filled with stone and surfaced with earth and the area behind the cribwork is graded with earth and gravel.

The expenditure for the fiscal year 1917-18, was \$293.52.

RESTIGOUCHE RIVER.

Ship Channel.

On 26th and 27th September dredge *P. W. D. No. 2* removed about 1,200 cubic yards from the channel on the range of the Campbellton lights, about one-half mile below the deepwater wharf.

The least depth on this range which embraces the upper 8,500 feet of the ship channel is now about 13½ feet at low water.

Between 22nd October and 10th November, dredge *P.W.D. No. 3* worked on the Oak Point shoal, removing about 30,247 cubic yards, barge measurement, in a length of about 1,000 feet, giving depths of 16 to 18 feet where previously were about 14 to 17 feet at low water. The dredge did not, however, reach the turn to "The Traverse" or range of the Oak Point lights, where is now a least depth of 12½ feet at low water, the limiting depth in the channel to Campbellton.

RICHIBUCTO CAPE.

Dredging.

Richibucto Cape is a fishing station and settlement on the Northumberland strait, about 6 miles south of the entrance to Richibucto harbour.

Since there is no natural harbour, a breakwater has been constructed giving a sheltered area of about 2.8 acres. Shoaling having occurred in the approach to the area inside the breakwater, dredging was undertaken by day labour between 9th July and 7th September, 1917, when areas about 200 feet square inside the pierhead and 70 feet square at the entrance, where were previously depths of from 4 foot above to 1 foot below low water, ordinary spring tides, were deepened to 2½ to 3½ feet at low water.

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The clam shell dredge *Excavator* and two scows belonging to the McLaughlan Co., Ltd., of Buctouche, were employed at a rental of \$21 per day, including wages of engineer and cost of gasoline, oil, and repairs.

The total quantity removed was 5,071 cubic yards, barge measurement, and 100 cubic yards overcast, and the cost was 29 cents per cubic yard, barge measurement.

ST. CHARLES RIVER.

Dredging.

The St. Charles or Big Aldouane river flows into the northwest arm of Richibucto harbour about 4 miles northwest of Richibucto.

Work was in progress by day labour between 9th and 31st October, 1917, when cuts 9 inches to 2 feet deep and 12 to 15 feet wide were made in a total length of about 1,365 feet across several shoal sections of the river channel and in the approach to the lower landing or Gray's wharf (so called). The material removed, consisting of sand and mud, amounted to 1,265 cubic yards, and the cost per cubic yard was 38 cents.

A small orange-peel dredge, *The St. Charles River*, belonging to the local Agricultural Society, was employed on the work at a rental of \$15 per day, including wages of engineer and cost of gasoline, oil, and repairs.

ST. JOHN HARBOUR.

Berth No. 16.

The contract for the erection of shed No. 16 was completed by the contractors early in June. The contract awarded Messrs. Kane & Ring on December 22, 1916, for 5,000 yards rock ballast to be placed in the rear of the wharf wall to counteract the reaction of the weight of concrete on cribwork, was also completed in June. Periodic observations of alignment and level are being taken along the concrete face of the wharf, and so far no further settlement has occurred.

Shed No. 16 is 788½ by 90 feet, and has a safe floor load of 400 pounds per square foot.

General repairs to wharves, etc.

On account of all structures in the harbour being of timber, the annual maintenance and repair is considerable. The repairs carried out during the season were: shed roofs, floating fenders, vertical fenders on wharves, etc.

Deep-water berths.

During the season, the deep-water berths in the harbour were dredged to a uniform depth of 32 feet. This was performed by contract, 17,159 cubic yards being removed at an expenditure of \$6,224.82.

Grain conveyor galleries, shed No. 5.

On the 13th June, a portion of shed No. 5, on which the grain conveyor galleries, erected in 1914, were placed, collapsed and wrecked about 300 feet of grain conveyor galleries. Work was immediately commenced to salvage as much as possible of the conveyor machinery.

On November 9, a contract was let to Messrs. Grant & Horne for the rebuilding of conveyor galleries, and the work of installing machinery was carried out by the department's forces, by day labour, under the supervision of the Metcalf Company of Montreal.

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Repairs to sheds 14 and 15.

During extreme high tides, accompanied by heavy winds, considerable loss and inconvenience has, in the past, been experienced at sheds Nos. 14 and 15, by the water washing over the berth on to the shed floor. To obviate this damage, the floor on both these sheds has been raised about 6 inches. During two severe storms, since this work was completed, no inconvenience has been felt.

Platform No. 15 shed.

During the severe storm of October 30 and 31, about two hundred feet of platform, No. 15 berth, was torn up; this was replaced at an expenditure of \$660.50.

Fort Dufferin Breastworks.

Two severe storms in January and November, 1916, entirely destroyed two portions of the breastworks. Work of repair was started and was fairly well advanced when the heavy storm of October 30 and 31 last, washed away practically all the work under construction, in addition to about 163 feet of the existing work. One portion of the breastworks, about 110 feet in length, has been completed.

Negro Point Breakwater.

During the season, plans were prepared for the extension of the breakwater. Borings and investigations were made on Partridge island to ascertain if the rock was suitable for the breakwater. It was found that a considerable quantity of suitable rock could be obtained at this place, and the Common Council of the City of St. John, on the 30th January last, granted permission to obtain rock on the island.

PARTRIDGE ISLAND LOW-WATER LANDING.

Authority was given to rebuild the extension to the low-water landing which was constructed to facilitate the landing of passengers, chiefly military, at low stages of the tide; the work has been completed.

ST. NICHOLAS RIVER.

The South Branch is a small stream entering the St. Nicholas river, Kent county, about 1 mile above the mouth of the latter into the Richibucto.

Between 3rd and 17th and on 30th July, 1917, a small wharf was built near the head of navigation on the South branch, i.e., about one mile above its mouth.

The wharf is intended for the landing and storing of shell mud, dredged near the mouth of the river and used as a fertilizer, and is 72 feet long and 5 tiers high on the outer face, with wings carried shorewards about 25 feet; the cribwork of front and wings is 8 feet wide; a strip 14 to 15 feet wide along the front is planked, behind which the wharf is surfaced with gravel, and a right of way about 310 feet long to the public road was graded and fenced.

SHEDIAC BAY.

Dredging.

The site of the dredging is in the approach to the Grandigue wharf in Shediac bay or the northern end of Shediac harbour, 5 miles north of Shediac.

Dredging has been in progress in the last four years in the berths at and approach to the wharf, the total length of the latter being 2,750 feet.

To give a general width in the approach of 35 to 40 feet, a section about 1,300 feet long previously only about 18 feet wide was widened during the past season where the depth is about 5 to 6 feet at low water.

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Work was in progress in broken time between 17th September and 14th November, and the total quantity removed was 2,585 cubic yards barge measurement and the cost 40 cents per cubic yard. Material, mud.

SHIPPIGAN GULLY.

Dredging.

Two sharp bends in the channel inside the gully have made navigation difficult, therefore at different times dredging has been undertaken to give a straight course from the gully inwards towards Shippigan harbour.

During 1917 the removal of the outer point or bend was begun by dredge *P.W.D. No. 13*, an area about 550 by 75 feet being dredged to 9 to 10 feet at low water ordinary spring tides where the least depth previously was 4 to 5 feet.

The lower end of the channel across the inner bend was completed, an area about 600 feet long and 0 to 100 feet wide, starting about 1,300 feet inside the breakwater at the gully, being dredged to about 9 feet at low water. At the upper end of this channel, which has a total length of about 2,800 feet, two partial cuts were made through a shoal section about 1,000 feet long, the larger cut being about 700 feet long by 30 to 60 feet wide and the depth reached was about 8 to 9 feet.

Work was in progress between 9th July and 29th August and on scattered days when the weather permitted up to the 19th October.

The materials removed amounted to 25,662 cubic yards, barge measurement, of mud, sand, and gravel.

SHIPPIGAN HARBOUR.

Dredging.

Between 29th June and 6th July and, at different times between the 1st September and the 12th October, dredging was undertaken by dredge *P.W.D. No. 13* to deepen and extend the berths at the Shippigan public wharf which is situated at the terminus of the Caraque railway, and 3 miles from Shippigan gully.

The berth along the inside of the pierhead, 75 feet long, was partly dredged to a width of about 15 feet, and beyond the pierhead a foundation for a proposed 100-foot extension and berth was dredged to 10 to 12 feet at low water. Dredging is still required for berths along the inside of the wharf shorewards of the pierhead for a total length of 260 feet.

Along the outer or southern side of the wharf, dredging was done in a length of about 370 feet and average width of about 80 feet to extend the berths shorewards. Dredging is still required close to the face of this section of the wharf which was close piled to prevent settlement of the blocks.

Depths of 7 to 8 feet were given where there was previously $\frac{1}{2}$ to 2 feet at low water.

The total quantity dredged was about 27,011 cubic yards of mud, which includes about 11,731 cubic yards overcast, much of which was afterwards removed in scows and is included twice in the larger figure.

QUEBEC.

BATISCAN.

Dredging.

Batiscan is situated on the north shore of the river St. Lawrence, in the county of Champlain, 194 miles below Montreal.

During the summer 1915, a 12-foot entrance channel to the government wharf was dredged, and the object of the dredging undertaken last fall was to maintain at its

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original depth of 12 feet, the western branch of this entrance channel where filling in took place.

The work performed by La Cie Générale d'Entreprises Publiques, between October 13 and November 7, 1917, consisted in the removal, over an approximative area of 300,000 square feet, of 23,704 cubic yards of sand, scow measurement, at 18 cents a cubic yard.

CAUGHNAWAGA.

Caughnawaga, a post village in Laprairie county, is situated on the south shore of river St. Lawrence,

From September 17 to November 15, 1917, departmental dredge *No. 119* removed some 2,561 cubic yards, scow measurement, in making a temporary channel, leading to government wharf, also removed a few stones in front of wharf.

Dimensions of work done: a channel 168 feet long, parallel with G.T.R. wharf, by 95 feet wide, average, to a depth of 9 feet below extreme low water level, or 0 foot gauge.

Hours of actual dredging, 260½; cut from 15 to 18 feet wide; face removed from 1-6 to 6 feet; distance advanced, 1,474 feet; dumping ground within 1 mile, in a deep place, in river St. Lawrence, opposite Caughnawaga.

CHICOUTIMI.

Dredging.

The dredging between Ste. Anne and Chicoutimi was done by the departmental plant "Steam Derrick."

The object of work is to allow the ferry plying half hourly between Ste. Anne and Chicoutimi, to fulfil the service at any stage of tide.

During the present fiscal year, only 2,680 cubic yards of clay and boulders have been removed near the Basin wharf; more attention was given to the removal of big boulders obstructing the channel on the Chicoutimi side, and near the Ste. Anne where 593 cubic yards of boulders have been removed.

The work consists in the dredging of a channel giving 6 feet of water across the Saguenay between Ste. Anne and Chicoutimi basin wharves.

CONTRECEUR.

Contreœur is an incorporated village and station in Chambly-Verchères county, on the south shore of river St. Lawrence.

From 25th May to 29th June, 1917, departmental dredge *No. 106*, worked here, and removed some 12,078 cubic yards, scow measurement, of clay and a little sand, easy to dredge.

Dimensions of work done: one cut 1450 feet long, by 56 wide average at bottom, to 3 feet below extreme low-water level, or 0-foot gauge at Contreœur wharf, corresponding to elevation 19.09. Hours of actual dredging, 250½; face removed from 2 to 5 feet; distance advanced 1,609 feet; dumping ground 2 miles downstream, in a deep place, north of Contreœur channel, close to a small island, where no damage will result, and material placed to leave 5 to 6 feet at low water.

The site of dredging done is situated 3,500 feet, upstream of Government wharf, at Contreœur, between the shore and Ile aux Rats.

DOUCET'S LANDING.

Doucet's Landing or Ste. Angele de Laval, Nicolet county, a post village on the south shore of the river St. Lawrence, directly opposite Three-Rivers, to which it is connected by steam ferry.

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Dredging was done in front of the Grand Trunk Railway wharf in order to afford sufficient depth of water by removing 2,190 yards *in situ*, or 2,910 cubic yards, scow measurement, expansion factor 33 per cent, of class B material, clay, sand, and small boulders.

The area dredged, of irregular shape, covers 1,550 square yards; the average depth of cut being 4.5 feet.

An agreement was entered into with La Compagnie Générale d'Entreprises Publiques to do the work at the price of 30 cents per cubic yard, scow measurement.

In order not to interfere with the traffic, the work was done during nights by dredge *Welland*, attended by tug *Denisa*, between November 10 and 12, 1917.

GRENVILLE CANAL.

Grenville is located on the north shore of the Ottawa river, about 58 miles below the city of Ottawa.

During the period, June 18 to 23, the departmental dredge *No. 103* worked immediately below the second lock, cleaning the canal of rock which had fallen in from the bank.

An area of 8,150 square feet was dredged to grade 10 feet on a length of 200 feet and 25 to 43 feet in width. From 1 to 1½ feet of limestone was excavated, a total of 455 yards was removed; 333 being cast over on the bank, and 120 spoiled at the old dumping ground outside the canal entrance.

HA HA BAY.

Dredging.

This dredging has been performed at Port Alfred situated on the east side of Ha Ha bay, between St. Alphonse and St. Alexis, where the Ha Ha Bay Sulphite Company has erected a powerful chemical pulp mill.

The object of this work is to facilitate the approach, by ocean steamers, to the company's wharf.

The dredging was performed by the departmental dredge *No. 115*; work was started on 28th May and continued until 30th June.

The channel, 90 feet wide, commenced in 1916 was continued inwards a further 190 feet and to a depth of 16 feet below low water spring tides.

The material was very soft clay, and some difficulty was experienced in performing the work.

DE LAUX FOINS.

De laux Foins is the most upstream of the group of islands in river St. Lawrence, at the head of lake St. Peter, between Sorel and Berthier.

The area dredged was obstructed during the ice shove of 1916, which had deepened the channel, at some places, from 10 to 18 feet and, at other places, nearly blocked it.

From the 3rd July to 16th October, 1917, departmental dredge *No. 106* worked here and removed 29,067 cubic yards, scow measurement, of sand and clay, in completing a channel for ferryboat and traffic between Sorel and Berthier.

Dimensions of work done: 650 feet long, parallel with range of lights, by 260 feet wide; upstream of range of lights, or immediately at foot of De laux Foins, 1,180 feet long, parallel with channel, by from 20 to 100 feet wide, to a depth of 10 feet below extreme low water level, or 30 feet on Marine gauge at Sorel, Que.

LAKE ST. LOUIS.

The site of dredging is situated at the intersection of St. Lawrence and Ottawa rivers main channels, in lake St. Louis, 3 miles upstream of Lachine.

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The object of dredging is to facilitate the passage of boats drawing 11 feet of water.

From 16th May to 15th September, 1917, departmental dredge *No. 123* worked here, removed some 29,550 cubic yards, scow measurement, in making 14-foot depth, clear at low water on the north side of main channel, completing 41.6 per cent of the whole project.

Dimensions of work done: one ridge situated on the north side of main channel, starting some 1,300 feet upstream of lower light of main channel, 700 feet long, parallel with main channel, by 100 feet wide average to 14 feet clear at low water; a second ridge, situated on the same side of main channel, starting at 2,200 feet upstream of lower light, on a length of 1,200 feet by 80 to 100 feet wide average, to a depth of 14 feet.

Hours of actual dredging 773½; cut, 35 feet wide; face removed, from 1 to 7 feet; distance advanced, 4,846 feet; dumping ground 2 miles downstream, immediately opposite upper light of new range, in a deep place, some 1,800 feet south of main channel, around a buoy, which has been placed by the Marine Department for that purpose.

LAPRAIRIE.

(This work is described in the annual report for 1916.)

Laprairie, a town in Laprairie county, on the south shore of the St. Lawrence, and a station on the Grand Trunk Railway.

(A) Dyke.—Contract.

During the fiscal year 1916-1917, the Duranceau & Poupore contract was cancelled. Total cost of contract, \$75,685.

Another contract was given by the Dominion Government on November 18, 1916, to the Carleton Construction Company to complete the dyke on its improvements at the estimate cost of \$79,420.47. No work had been done by the contractor on this contract during fiscal year 1916-1917.

On May last, the Carleton Construction Company began their work; as the progress of work was not satisfactory, the company was repeatedly warned that their contract would be cancelled, and the company showing no improvement in their progress, their contract was cancelled on August 8, last.

On September 5, a contract was entered into with Quinlan & Robertson Co. to complete the work on the dyke at actual cost plus 10 per cent.

The total expenditure incurred by the contractors during fiscal year 1917-1918, amounts to \$127,079.13, and work done is as follows:—

Western wall excavation.—Stone footing completed for a distance of 4,300 feet; wall extended and rebuilt completed on a distance of 4,000 feet; concrete wall protection completed for a distance of 2,700 feet completed to a height of 7 feet on a further distance of 325 feet.

Curb and Gutter.—Completed on the western side for a distance of 2,540 feet; completed on the eastern side for a distance of 1,620 feet.

Eastern wall.—Completed for a distance of 2,700 feet; and completed to a height of 7 feet on a further length of 400 feet.

Bridge.—The piers were raised about 4 feet, two additional beams were placed; the cross beams were riveted in place, and a new concrete flooring was laid.

No expenditure was incurred on the macadamized roadway this year.

Plank roadway.—During the present fiscal year, the plank roadway and temporary bridge were maintained in good order. Nearly all the planks were renewed by day labour.

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Protection wall.—A wooden crib extension of the concrete completed by the Department in 1906 in front of St. Joseph Academy was rebuilt in concrete on a length of 46 feet, height 12 feet and average thickness 2 feet.

LONGUEUIL.

Longueuil, is a port town, in Chambly-Verchères county, Montreal district, on the south shore of river St. Lawrence, opposite Montreal.

During 1917, the department undertook four different dredging improvements at Longueuil: (a) Canada Steamships; (b) Government wharf; (c) Shoal; (d) Test dredging.

A. Canada Steam.

From the 14th May to 14th July, 1917, departmental dredge *No. 110* removed some 27,095 cubic yards, scow measurement, of material in completing a channel for the ferryboat, plying between here and Montreal, from the beginning of April to the middle of December.

Dimensions of work done: 450 feet long parallel with current, by a few hundred feet wide, to a depth of 12 feet below extreme low water level.

Hours of actual dredging, 266; cut 35 feet wide; face removed, from 1 to 6 feet; distance advanced, 4,267 feet; dumping ground, $3\frac{1}{2}$ miles maximum, on the northwest side of river St. Lawrence; minimum, 2 miles, the whole under the supervision of the Montreal Harbour Commission.

The site of dredging done is some 1,500 feet from Canada Steam Lines wharf, in river St. Lawrence, close to main channel, immediately below Longueuil shoal.

B.—Government Wharf.

From 21st July to 1st October, 1917, departmental dredge *No. 110* removed some 21,130 cubic yards, scow measurement, of material in completing an 11 to 12-foot channel and basin leading to government wharf.

Dimensions of work done: 340 feet parallel with face of wharf and 650 feet outer, by 260 feet wide average, to an average depth of 12 feet below extreme low water level, or 0-foot gauge at Longueuil. The material removed was clay, boulders, and hardpan.

Hours of actual dredging, 320½; cut from 35 to 10 feet wide; face removed from 1 to 6 feet; distance advanced, 5,712 feet; dumping ground, 2 and 3 miles downstream, on northwest side of river St. Lawrence.

The site of dredging done is immediately opposite government wharf.

The total quantities removed here from 1913 to 1917, inclusively, are 118,752 cubic yards, scow measurement.

C.—Longueuil Shoal.

This shoal is a permanent obstruction to local navigation, and dangerous to the ferryboat, drawing 11½ feet of water, plying between Montreal and Longueuil and making seventy trips daily.

During season 1917, half of the whole project was done, and tugs with tows have used the portion already dredged.

From 16th July to 22nd November, 1917, departmental dredge *No. 110*, removed some 58,950 cubic yards, scow measurement, of clay, sand, and hardpan.

Dimensions of work done: 1,500 feet long, parallel with current, by a few hundred feet wide, to a depth of over 12 feet below extreme low-water level, or 0-foot gauge at Longueuil.

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Hours of actual dredging, 342½; cut, 35 feet wide; distance advanced, 7,699 feet; dumping ground, 3½ miles downstream.

The site of dredging done, is situated some 1,500 feet opposite Canada Steamship Lines wharf, at Longueuil, in river St. Lawrence.

RESTIGOUCHE RIVER.

Dredging.

Champoux Wharf, Quebec: The Champoux wharf lies in Bonaventure county, Quebec, on the Restigouche river, opposite Campbellton.

Dredging is required here every few years to enable shipments of lumber to be made from the Chaleur Bay mills.

Between 13th August and 11th September, 1917, dredge *P.W.D. No. 2* was at work in the berth along the outer face of the wharf covering an area about 450 feet long and 100 feet wide, and giving depths of about 19 to 23 feet at low water ordinary spring tides. The inside berth, about 250 feet long by 75 feet wide, was also dredged to about 13 to 15 feet.

The material removed amounted to 13,600 cubic yards barge measurement of mud, sand, gravel, etc.

RIMOUSKI.

(This work is described in the annual report for 1916.)

The town of Rimouski, chef-lieu of the county of the same name, is situated on the south shore of the St. Lawrence river, 180 miles below Quebec.

The work done during the last nine months consisted in the sinking of the remaining caissons, aggregating a lineal length of 800 feet; building a trestle between the old and new wharf.

The superstructure on the caissons sunk this year has been begun; filling was done to the extent of about 15,000 cubic yards, but work was stopped on account of the sliding out of the new wharf, and dredging was done to the extent of 96,511 cubic yards in the tidal basin.

Expenditure, about \$65,000.

RIVER SAGUENAY.

Dredging.

The channel in the Saguenay river starts from the town of Chicoutimi down to the foot of the Battures, a distance of 8 miles.

The object of the dredging is to provide a channel, 250 feet in width on tangents, 350 to 500 feet in width on the curves and affording a minimum depth of water of 16 feet at extreme low water.

During the present fiscal year, the departmental dredge *No. 115* removed 60,604 cubic yards, scow measurement.

The operations were started 2nd July, and suspended 6th November.

The material was sand and clay, and clay with boulders.

Since the beginning of the enterprise, the channel from Chicoutimi wharf to deep water is clear of all obstructions and affording a minimum depth of 16 feet of water at extreme low water, except on the north side of the intersection of the last two courses, where a lump has been left, but this is not much obstruction, as it may be buoyed, as was done in the fall 1917.

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ST. MAURICE RIVER.

Dredging.

(This work is described in the annual report for 1917.)

The river St. Maurice flows through the Laurentian mountains, a distance of about 360 miles, and discharges in the St. Lawrence river at Les Trois-Rivières. The outlet is divided by islands into three branches called the Eastern, the Middle and the Western Channels.

Between 27th August and 5th October, 1917, the contractor removed, over an area of 234,700 square feet, 94,187 cubic yards of sand, scow measurements at 10 cents a yard, forming a total of 139,821 cubic yards, scow measurements of material removed during the two seasons 1916 and 1917, over a total area of 383,400 square feet, or 107,296 cubic yards, place measurement, giving an expansion factor of 30.3 per cent.

ONTARIO.

BYNG INLET.

Byng inlet, Parry Sound district, is situated on the Magnetawan river, about 3 miles from the mouth at Georgian bay, and is a village of about 1,500 population.

Dredging was done where required in the channel 6,045 feet in length, 200 feet in width and to a depth of 20 feet below the zero of Georgian bay, elevation 580.0, from the mouth of the river at Clark's island to the Canadian Pacific coal docks. The average depth of cut was 8.6 feet.

The work was performed by the government dredge *P.W.D. No. 109*, and work was commenced June 7 and completed August 11, 1917.

The material removed amounted to 53,336 cubic yards *in situ*, or 71,948 cubic yards, scow measure, class "B" material, and consisted of mud, sand, and clay. All material was scowed out to Georgian bay, an average towage distance of 3 miles.

CARDINAL.

This work consisted of cleaning out an area of 3.06 acres in the Old Cardinal canal to connect the canal basin with the main channel of the river St. Lawrence, in order to provide sufficient depth to allow vessels of 14 feet draught to dock at the Canada Starch Company's wharves at extreme low water. Work was done 26th September to 16th November, 1917, when 16,250 yards, place measurement, or 24,600, scow measure, of clay, sand, and boulders were removed by departmental dredge *No. 123*.

COBOURG.

Dredging.

Authority was given to accept the offer of the Robert Weddell Company to remove by dredging 7,127 cubic yards, place measurement, from the harbour, at the rate of 39 cents per cubic yard, place measurement, to provide a depth of 20 feet below low water over the shoal areas at the entrance, which said shoal areas extended easterly from east end of west breakwater across harbour mouth, and were a source of considerable trouble to the Ontario Car ferries in entering and leaving the harbour.

An amount of 900 cubic yards, place measurement, was authorized to be removed in the lower end of slip at car ferry dock; this amount to be in extension of the 7,127 cubic yards under contract with the R. Weddell Company.

The work done in the inner harbour consisted in dredging to a depth of 22.5 feet, a section 10 feet in width by 125 feet in length, at entrance to car ferry slip, so as to permit car ferries to submerge their bows and so raise stern in order to make repairs or adjustments to propellers.

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A triangular shoal area, 180 by 120 feet, was dredged easterly from above section to a depth of 18.5 feet below zero.

Work was commenced May 31, by dredge *Trenton*, and was completed July 16, and consisted in the removal of 8,172 cubic yards, place measurement, or 10,847½ cubic yards, scow measurement.

DESBARATS.

Desbarats is a village, about 30 miles east of Sault Ste. Marie, situated on the line of the Canadian Pacific railway, and about a mile from the mouth of the small river named Walker river, which flows in a southerly direction and empties into the north channel of lake Huron, opposite St. Joseph island.

Work of constructing a small landing by day labour was commenced on the 15th August and was completed on the 18th of August, 1917.

The work was necessary in order to facilitate the traffic by launches, including mail boats, to and from St. Joseph island. Owing to the high-water level of lake Huron during 1917, the old slab-and-sawdust wall or embankment, which had been used as a wharf, was submerged. The work consisted of an L-shaped platform, constructed on the old slab-and-sawdust landing place, one section of which is 6 feet wide by 36 feet long, 8 feet wide by 43 feet long, and 6 feet wide by 12 feet long, giving the landing a water face 91 feet long. Sawdust and slabs were hauled and spread in the rear to make additional width and dry approaches.

FORT WILLIAM.

Fort William, district of Thunder Bay, a city of 18,000 people, is situated at the mouth of the Kaministiquia river near the northwest end of lake Superior.

The harbour consists of 13.02 miles of navigable channels in the Kaministiquia river and in the McKellar and Mission channels, which for the most part have been dredged to a depth of 25 feet below L.W.L., and have a general width of 500 feet. The harbour frontage available for dockage amounts to 22.45 miles, of which 7.73 miles have already been built up.

Mission River Revetment Wall.—The work of rectification of cribs Nos. 101 to 105, inclusive. Operations in connection with this work were commenced on April 7 and closed down on November 12 last, when the work was accepted from the contractors, subject to their agreeing to perform any minor repairs that might be found necessary after an inspection early this spring.

Two different and yet somewhat similar methods were used in performing this work, viz.: (1) the method used in connection with cribs Nos. 102 and 103, where it had been found necessary to remove all of the old concrete super-structure, and (2) the method used in the rectification of cribs Nos. 101, 104, and 105, where the old concrete superstructure had been left in place.

In the former case, the cribs were raised in timber to the original required elevation of the cribs below L.W.L., the raised sections of cribs not only being secured to the old crib-work, but the lower cross-ties of the raised sections being spaced at 2½-foot centres and projecting beyond the front face of crib-work 15 inches so as to rest on the piling, which was driven as part of the work of rectification at the spacing stated, and was secured by screw bolts and drift bolts to the old crib-work. In addition, an iron stirrup was placed over the top of every alternate projecting cross-tie and was bolted to the old crib-work with drift bolts, after the raised section of these cribs had been secured in place, then two piles were driven to solid foundation through each of the rear pockets of these cribs; heavy rocks and broken concrete were then placed as filling in and along the rear of these cribs to about L.W.L., and the concrete super-structure, including the concrete blocks that had been salvaged, was replaced.

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In the case of cribs Nos. 101, 104 and 105, British Columbia fir piling from 80 to 90 feet long was driven at 2½-foot spacing along the front of these cribs and secured to the front face timbers by iron drift bolts, the piles being cut off at an elevation of from 12 to 11 feet below L.W.L.; on the top of these piles a row of waling, 10 by 16 in. s.i., was secured to the face timbers of crib, and in order to assist in transferring the greater part of the weight of the structure to the piles, vertical struts of hard maple, 6 by 12 by 6 feet were secured to the face timbers of cribs above the waling, at about 20-inch centres. These struts were drift-bolted to the crib-work with six drift bolts; in addition, a pair of piles was driven in each of the rear pockets of these cribs to solid bottom, and the stone filling in rear of the concrete superstructure was brought to about L. W. L. with heavy rock and old broken concrete. The concrete superstructure of this section of the work then scarified, the old bollards removed and new mass concrete was poured, in order to bring the work to the established datum, and the bollards were replaced. The waling along the front of concrete superstructure was then renewed.

All of the above work was performed by force account under clause 36 of contract, with the exception of the placing of new concrete, new concrete blocks, new waling, and iron above water.

Mission River Revetment Wall: Repair and renewal of waling along the front face of superstructure of the revetment wall in the G.T.P. terminal basin and slips were performed between 11th and 22nd of November.

Dredging: Dredging was performed in this harbour during the present season, by the Great Lakes Dredging Co., Limited.

The work done, which consists in widening and deepening the Kaministiquia river and Mission channel, was performed by dredges No. 6 and *Dominion*, between the following dates, viz: Dredge No. 6, May 6 and November 27, and dredge *Dominion*, May 15 and June 23, and from July 30 to November 30 last, on which date all operations were closed down for the season.

The total quantity removed during the current fiscal year was 941,977 cubic yards, scow measurement, of which 2,918½ cubic yards scow measurement were of class "A" material, and 909,058½ of class "B" material. The quantities removed per dredge from West Fort turning basin and areas covered by original contract are:—

	Cubic yards, scow measurement.
Dredge No. 6.....	391,165
" <i>Dominion</i>	520,812
Total.....	911,977

Kaministiquia River: Practically all of the bank work to be done in the West Fort turning basin was completed, a quantity of 151,810 cubic yards, scow measurement, having been removed in this location by the dredge *Dominion*.

Deepening of the channel in the approaches to the G.T.P. bridge over this river was performed by the dredge *Dominion*, a quantity of 9,325 cubic yards, scow measurement, being removed.

The river was deepened between the G.T.P. bridge and a point opposite the Imperial Oil Company's property, a total quantity of 57,270 cubic yards, scow measurement, being removed. This section of the river was swept on the completion of dredging and was found to be at the depth required under the contract.

A large amount of deepening was performed in that section of the river extending from the Mission channel to a point north of the McKellar channel, the total quantity removed in this location being 113,129 cubic yards, scow measurement. This work included the deepening of the channel in the approaches to and through the C.P.Ry. bridge. Prior to the performance of dredging in the immediate vicinity of this bridge and under a joint agreement between the city of Fort William, the Kaministiquia

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Power Company, Ltd., and the Canadian Pacific Railway Company, all cables belonging to the parties named were removed from the bed of the river, and on the completion of the dredging these cables were relaid in a common trench a short distance above the bridge, at a depth of 30 feet below L.W.L., the trench being backfilled with broken shale and gravel to an elevation of 26 feet below L.W.L. By far the greater part of this section of the river is now practically at the required elevation, and it was endeavoured to establish this point by sweeping to a depth of 25 feet below L.W.L.; it was found, however, that there were several small shoals which will require removal during the coming season.

Certain shoal areas found to exist in that section of the river lying between the Empire elevator and the McKellar channel, and which extended for the most part along and adjacent to the dockage on the north side of the river, were removed to subgrade, a total quantity of 86,404 cubic yards, scow measurement, being dredged in this instance.

The total quantity removed this season in widening and deepening the Kaministikwia river was 447,938 cubic yards, scow measurement.

Mission Channel: Deepening and the removal of a number of shoals was performed over a large section of this channel, extending from its confluence with the Kaministikwia river to a point opposite the upper end of the Fort William coal dock, the quantity dredged being 74,322 cubic yards, scow measurement.

The major part of the widening required to be performed in this channel, along its northerly side and extending from a point opposite the Fort William coal dock to the shore line of island No. 2, in Thunder bay, was completed during the present season, the total quantity removed being 389,717 cubic yards, scow measurement.

The total quantity removed in the Mission channel during the present season was 464,039 cubic yards, scow measurement.

The following unit prices obtain in the above contract, viz.:

Widening: Rock, \$2.40 per cubic yard, scow measurement. All other materials 10½ cents per cubic yard, scow measurement.

Deepening: Rock, \$2.85 per cubic yard, scow measurement. All other materials, 22½ cents per cubic yard, scow measurement.

Extra haul: 1 cent per cubic yard, scow measurement, per mile over 3½ miles.

Summary of quantities removed by dredging under the above contract in accordance with the respective locations of areas dredged:

	Cubic yards, scow measurement.
Kaministikwia river—	
West Fort turning basin	151,810
G.T.P. bridge	9,325
G.T.P. bridge to Imperial Oil Company	57,270
Mission channel to C.P.Ry. bridge	84,592
C.P.Ry. bridge	1,100
C.P.Ry. bridge to McKellar channel	57,437
McKellar channel to Empire elevator	86,404
	<hr/> 447,938
Mission channel—	
Kaministikwia river to Fort William coal dock	74,322
Island No. 2 (widening) Fort William coal dock to Thunder bay	389,717
	<hr/> 464,039
Grand total	<hr/> 911,977

In connection with the above contract, it might be stated that prior to the current fiscal year a total quantity of 14,352,384 cubic yards, scow measurement, had been dredged, so that the total quantity removed to date under this contract is 15,264,361 cubic yards, scow measurement.

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As a result of the most recent soundings taken, it is found that the following governing depths below L.W.L. in the various portions of the harbour referred to, are available, viz:

	Width, (feet)	Least Depth, (feet)	General Depth (feet).
Kaministiquia River—			
Entrance channel in Thunder bay.....	550-600	23'2	26'0
From Empire elevator at mouth to City dock.	350-400	23'6	26'0
" City dock to C.P.Ry. bridge.....	300-350	23'0	26'0
Through C.P.Ry. bridge.....	110	22'9	26'0
From C.P.Ry. bridge to Mission Channel.....	300	23'1	26'0
From Mission channel to bend above Elevator "D".....	275	23'2	26'0
From bend above Elevator "D" to Imperial Oil Co's dock.....	175	21'0	23'0
From Imperial Oil Co's dock to G.T.P. bridge..	100	25'0	26'0
Through G.T.P. bridge.....	80	21'0	23'0
From G.T.P. bridge to C.N.Ry. coal dock.....	300	22'2	25'5
At bend in river above C.N.Ry. coal dock..	200	21'0	26'0
Over the West Fort turning basin to the Mutual elevator.....	1,050	21'0	21'0
Mission Channel—			
Entrance channel.....	150	22'2	26'0
Least depth along revetment wall from wall out 50 feet into channel.....	.....	15'2	.....
Least dpth along revetment wall over a width of from 50 feet to 150 feet from face.....	.....	21'0	.....
From entrance channel, 1,200 feet north of inner end of slip No. 3.....	300	19'2	21'0
From Fort William coal dock to Fort William starch works.....	350-400	21'1	25'5
From Fort William starch works to junction with Kaministiquia river.....	8400	23'6	25'5
G.T.P. turning basin west of entrance channel.	.....	.....	26'5
G.T.P. turning basin over area 150 feet out from limits.....	.....	21'0	.....
G.T.P. Slip No. 1, the most westerly slip west of Turning basin.....	.....	22'9	25'0
G.T.P. Slip No. 2, west of Turning basin.....	.....	.....	21'0
G.T.P. Slip No. 2, over area 50 feet from limits.	.....	22'3	.....
G.T.P. Slip No. 3, the most northerly slip west of turning basin.....	.....	.....	23'6
G.T.P. Slip No. 3, over area 190 feet from limits.....	.....	21'7	.....
McKeller Channel			
From Thunder bay to C.P.Ry. bridge.....	350-400	23'2	26'0
Through C.P.Ry. bridge.....	70	22'5	26'5

The work that requires to be attended to under contract No. 7339, which expires in December next, consists almost entirely of deepening or scraping areas dredged in previous seasons, and which more particularly are as follows:—

Kaministiquia River. (1) The West Fort turning basin and upper section of the Kaministiquia river to and through the G.T.P. bridge.

(2) From Imperial Oil Company's dock to bend in river adjacent to elevator "D." This work includes the widening of the river at the city waterworks crossing, and the performance of same this season depends upon whether the city of Fort William lowers the water mains referred to or otherwise alters their location so as to permit the proper development of the river at this point.

(3) The removal of a few shoals between the Mission channel and the City dock.

Mission Channel. (4) From the Fort William coal dock easterly to and including the entrance channel in Thunder bay.

HAMILTON.

Hamilton, in the county of Wentworth, is situated on Burlington bay, an inlet at the western extremity of lake Ontario, and is a station on the Grand Trunk and Canadian Pacific railways.

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Authority was given to proceed with dredging required at Wabassa park, the work to be done by departmental dredge No. 114, and the amount to be dredged being 7,714 cubic yards, scow measurement.

Work was commenced April 30, and completed September 1. Part of this material was cast over for filling purposes, 4,318.8 cubic yards, place measurement or 6,838 cubic yards, scow measurement, were removed.

It was necessary to provide a draught of 12 feet for the landing of steamers at this location and two sections were dredged over; first on east side of wharf, a section 85 by 160 feet; and secondly, on west side, a section 70 by 120 feet were deepened.

Authority was given to move dredge No. 114 to Oliver Plow Works, to complete the cleaning up of the section opposite dock, on northeast half of channel.

This work had previously been dredged to grade but on account of filling in, this section constituted a shoal area which was not available for full draught. The section deepened covered a length of 1,000 feet by a width of 300 feet.

Work was commenced May 11 and completed October 9; 24,916 cubic yards, place measurement, or 29,023 cubic yards, scow measurement, were removed. Dredging was carried to a depth of 17.5 and 20.0 feet below zero.

Authority was given to do necessary dredging at revetment wall, foot of Catherine street. Work was commenced June 19, and completed June 20; 285.8 cubic yards, place measurement, or 352 cubic yards, scow measurement, were removed in dredging at this section to 15 feet below zero.

The above work was done to remove a shoal area caused by outlet of Catherine street sewer, which said shoal area caused inconvenience to the landing of the Canada Steamship Company's steamers at their dock. A section, 47 feet by 265 feet, was dredged over in removing this shoal area.

Authority was given to do the necessary dredging at Rock Bay wharf. Work was commenced June 22 and completed July 14; 6,533.3 cubic yards, place measurement, or 6,593 cubic yards, scow measurement, were removed.

Dredging was carried on to 10 feet below zero. A channel 490 feet in length by 85 feet in width, was dredged over to give necessary accommodation.

HAWKESBURY.

Hawkesbury is located on the south shore of the Ottawa river, about 58 miles below the City of Ottawa.

In order to restore the navigable channel to Captain Lawlor's wharf, used for public traffic, departmental dredge No. 103 continued the improvements started in 1915, principally to remove waste pulp which has accumulated in the past sixteen years between the Riordon pulp mills and Cobb's island. The dredge operated here from June 6 to November 20, under an agreement with the Riordon Pulp & Paper Co., Ltd. During this period, the total yardage removed was 58,289 (scow measurement), of which 53,975 was waste pulp, 4,314 cubic yards clay and sand, and 131 boulders (place measurement). Eleven single cuts, 25 feet wide, were made, aggregating 6,159 lineal feet to grade elevation 118, or original bottom.

On August 4, departmental dredge No. 103 also removed 325 yards clay in connection with the laying of a new water main for the R.P. & P. Co., under an agreement with Fuller & Co.

KINCARDINE.

Dredging.

Authority was given to accept the offer of the C. S. Boone Dredging Company to do the necessary work at a rate of 34 cents per cubic yard, place measurement, with a total excavation of 14,668 cubic yards.

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By authority, the total amount to be excavated was increased to 16,332 cubic yards, place measurement.

Work was commenced July 20, by dredge *Kingsford* and completed August 24, and consisted in dredging a channel width of 50 feet between piers for a length of 850 feet, as well as a bell-mouth entrance of 250 feet in length with a maximum width of 150 feet.

In inner harbour a section of 200 feet in width by 405 feet in length was dredged leading to the People's Salt and Soda Company's dock. The excavation was carried to a depth of 14 feet below the zero water level.

KINGSTON.

The completion of the erection of the bascule bridge and installation of appurtenances thereto. Traffic over the roadway and bridges was formally opened on April 16 and the bascule has been in successful operation since July 18, the records showing a total of 776 lifts from July 25 to December 14, when navigation closed.

The object of the work is to provide a highway across the Cataraqui river, together with wharfage facilities. The bascule is built over the channel leading into the inner harbour and Anglin's bay and designed to be lifted so as to permit vessels to pass in and out. Depth of channel under lift span 22 feet; depth of harbour inside, not yet completed, 16 feet, both with reference to lowest water of lake Ontario.

MIDLAND.

Dredging.

Authority was given to dredge an area 400 feet in length along the front of the launching face of the Midland Dry Dock Company and out to the 21-foot contour, the depth to be 21 feet below elevation 580.0. This work consisted in the removal of the slab docks, mud, clay, and sand. The total quantity removed amounted to 67,073 cubic yards, scow measurement; authority was given to extend the work an additional length of 215 feet. The quantity dredged amounted to 26,908 cubic yards, scow measurement. The whole work was done by dredge *P.W.D. No. 109* and was completed November 26, 1917. Both areas were swept and found to be 21 feet below zero of gauge elevation 580.0.

POINT EDWARD.

Dredging.

Point Edward is at the entrance of the St. Clair river, south end of lake Huron.

The strong current in the river and lake storms wash sand and gravel into the mouth of the river, making it necessary to dredge each year to maintain a navigable depth.

According to a verbal agreement with the District Engineer Officer of the United States War Department, it is agreed that neither side will permit dredging deeper than 23 feet below the zero of the water gauge, elevation 578.51 at Point Edward and any point in the river between the international tunnel and lake Huron.

The sand and gravel in this part of the river, on the Canadian side, is of a commercial value, and it has been found satisfactory to grant a dredging company permission to remove it free, the gravel becoming their property. For the purpose of giving effect to this agreement, and regulating the dredging, an agreement was made with the Chick Contracting Company of Windsor, permitting them to dredge between Cromwell street, Sarnia, and Point Edward, providing they undertake to supply all Canadian municipalities and interests along the St. Clair and Detroit rivers with gravel at a regulated price.

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At the same time, the Province of Ontario issued licenses covering the same area, collecting a royalty of 8 cents per cubic yard, and permitting the dredging companies to sell in any market.

The quantity removed from the area was as follows:—

	Cubic yards, scow measurement
Chick Contracting Company, Dominion Government agreement..	22,318
Chick Contracting Company, Province of Ontario license.. . . .	86,980
Other companies, Province of Ontario license.. . . .	20,105
Total removed from area between Cromwell street, Sarnia and Point Edward.. . . .	129,403

Dredging was commenced on May 4 and ended on December 8. The only expenditure on the work was the salary of an inspector.

PORT ARTHUR.

The city of Port Arthur, Port Arthur—Kenora district, has a fine natural location on the shore of Thunder bay near the northwestern end of lake Superior.

Temporary Pile Protection Breakwater.

To provide adequate protection for the grain elevators being constructed in the north end of the harbour, pending the construction of further extensions to the Bare Point breakwater, tenders were called in November, 1917, for the construction of a pile protection breakwater.

Advice was received on December 24 that the contract had been awarded to the Thunder Bay Harbour Improvement Company.

Work was commenced on 17th January and the final estimate in favour of the contractors was sent on March 19, 1918.

This breakwater was built in two sections of 753 feet long each. It consisted of:—

(a) One continuous row of round piles, approximately 45 feet long with two waling strips attached;

(b) One row of round piles spaced 5 feet centre to centre longitudinally and driven alternately at 6 feet from the guide piles;

(c) One row of round piles spaced 5 feet centre to centre longitudinally and driven 10 feet from the guide piles with a waling strip attached;

(d) One row of round anchor piles placed and driven close to waling strip attached to piles, described (c);

The whole securely fastened by waling, bracing all screw bolted, and

(e) A cluster of six piles every 25 feet and bound by $\frac{3}{4}$ -inch wire cable, driven close to the guide piles (a).

Dredging.

The removal of 282,200 cubic yards scow measurement, class B, prior to December 15, 1917, was authorized and the work started June 25, 1917.

In front of Government Elevator: Dredging was done from the harbour line to a line running parallel to it and 185 feet from the east end of the government elevator wharf:—

Length.. . . .	550 feet approximate
Width.. . . .	165 " "
Depth made.. . . .	25 " "
Quantity removed.. . . .	25,958 cubic yards, scow measure, class B

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The place measurement from soundings is 30,800 yards, giving an expansion factor of 16 per cent.

Widening of Main Harbour South: The main harbour south was widened to 150 feet from the concrete breakwater.

Average length.....	1,000 feet.
Depth made.....	25 "
Quantity removed.....	10,459 cubic yards, scow measure, class B.

The place measurement computed from soundings is 9,350 yards, giving an expansion factor of 12 per cent.

Deepening of Main Harbour South: The main harbour south in front of the C. N. R. coal dock was deepened:—

Length.....	1,700 feet.
Width.....	250 "
Depth made.....	25 "
Quantity removed.....	78,635 cubic yards, scow measurement, class B. 8'88 cubic yards, scow measurement, class A.

Quantity computed from soundings is 70,800 yards, giving an expansion factor of 11 per cent.

King's Channel: King's channel was also widened and 16,082 cubic yards scow measurement, class B, were removed.

The place measurement from soundings is 13,500 yards giving an expansion factor of 20 per cent.

Depth made, 25 feet.

Slip between Saskatchewan Co-operative and Grain Growers' Elevators: This slip was completed, and 28,375 cubic yards, scow measurement, class B, were removed, and 1,765 yards, place measurement, castover.

Length.....	270 feet
Width.....	150 "
Depth made.....	25 "

The place measurement from soundings is 24,100 yards, giving an expansion factor of 16 per cent.

Channel and slip to give access to the Richardson Elevator: Advice was received that an extension to Plum's Port Arthur dredging contract had been granted for the excavation of a slip 150 feet wide by 1,200 feet long, and of a basin forming an entrance to the slip for the elevator of Messrs. James Richardson & Sons; also the widening of the channel to the Saskatchewan elevator.

During the year, 48,096 cubic yards, scow measurement, and 898 cubic yards, place measurement, were removed in the Richardson slip.

This work is to be completed before September, 1918.

SUMMARY

Class B Material.

In front of Government elevator.....	35,958 cubic yards, scow measurement
Widening main harbour south.....	10,459 " "
Deepening main harbour south.....	78,635 " "
King's channel.....	16,082 " "
Slip between Saskatchewan Co-operative and Grain Grower's elevator.....	28,375 " "
Richardson slip.....	48,096 " "
	217,605 " "

Slip between Saskatchewan Co-operative and Grain Grower's elevator..... 1,765'70 cubic yards, place measurement

Total, class B..... 219,370'70

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Class A Material.

Deepening main harbour south.	888	cubic yards, scow measurement.
Richardson slip.	898	" "
Total, class A.	906.88	" "
Total quantity removed.	220,277.58	

All depths mentioned refer to zero of the P.W.D. staff gauge, which is 601.86 M.S.L.

All the class B material consisted of sand and clay and loose shale rock.

Two dredges were employed, *Eccelsior* and *Dominion*. The average haul to the dumping ground was 2 miles, and work closed for the season on December 11, 1917.

PORT BURWELL.

Dredging.

Sediment is deposited in the winding basin and between the piers by Otter creek. The channel east and south of the breakwater continually collects sediment and sand drifting on the lake bottom.

Work of dredging began April 9 and stopped July 14; it was resumed on November 12, but owing to a serious break in the dipper on the 14th it was discontinued for the season.

Surveys of the harbour were made April 9 and July 7. The following table is the result of a study of place measurements and scow measurements based on the above surveys:—

Dredging from April 9 to July 7, 1917.

	Average dimension.	C. yds., P. M.	Ex. Fac.	C. yds., S. M.
Turning basin, east side.	235 x 120 x 1.23	1,285	216 %	4,050
Turning basin, west side.	342.5 x 160 x 1.94	2,111	465 %	11,932
Between piers.	1,075 x 86.2 x 2.1	7,210	155.3 %	18,411
Channel east of breakwater.	1,160 x 178 x 2.15	16,452	151.8 %	41,404
South of outer end breakwater.	580 x 170 x 2.6	9,880	107 %	20,447
		36,938	160.6 %	96,244

It will be noted that the expansion factor is unusually large; this is probably due to the large quantity of sediment and sand deposited during the progress of the work between April 9 and July 7. The navigable depth during 1917 was much better than in 1916, owing to the bottom being lower and the lake level unusually high.

Summary Dredging.

	Cubic yards, scow measurement
Dredging, April 9 to July 7.	96,244
" week ending July 14.	66
" week ending Nov. 11.	2,372
Total dredged during season.	98,682

PORT STANLEY.

Dredging.

Sediment is deposited in the inner harbour and the winding basin by Kettle creek, particularly during freshets, and sand drifts into the dredged channel south of the breakwaters.

Public Works dredge No. 117 began work July 30 and stopped November 10. The quantity removed was 61,101 cubic yards, scow measurement.

During the season, dredge No. 117 was rented to Contractor M. J. Hogan to assist in dredging berths for the extension of the western breakwater, also some other

work. Some of the work performed by the dredge for Contractor Hogan was covered by a schedule of contract price; other work, such as digging ballast stone, was not covered by dredging price, the contractor being paid for the ballast stone in the work.

The total yardage removed for the Government and for Contractor Hogan's work, including crib seats, ballast stone, etc., amounted to 99,311 cubic yards; at a total cost of \$16,670.79, being an average price of 16.9 cents per cubic yard scow measurement.

During the month of June, a contract was entered into with M. J. Hogan, and 465 cubic yards of clay removed in front of the revetment wall on the west side of the harbour near the highway bridge, at a cost of 18 cents per cubic yard, total \$83.70, and the material was placed behind the revetment wall. The dredging was done to accommodate the Cleveland and Port Stanley passenger steamers; when the company undertook to operate its steamers it found that on account of the difficulty in obtaining passports it would be impossible to do so during war time.

The dredging in the entrance channel is not completed, and it is proposed to continue the work during next season.

RONDEAU.

Dredging.

Rondeau is an important port of entry and harbour of refuge at Point aux Pins, north shore of Lake Erie.

It was found necessary to deepen the dock; this was done by Public Works dredge No. 117 working from July 24 to July 28. The quantity removed was 11,446 cubic yards scow measurement at a cost of \$1,773.29, equal to 15.4 cents per cubic yard scow measurement.

TORONTO.

(This work is described in the annual report for 1915.)

The city of Toronto, with a population of half a million, and situated near the head of Lake Ontario, possesses an exceptionally fine land-locked harbour, known as Toronto bay.

During the past season, one 100-foot crib was sunk and ballasted, 1,490 lineal feet was levelled up and capped, and, of this, 139 lineal feet has been floored with 1-inch hemlock. Some rectification work was also performed, 300 lineal feet of cribwork being made acceptable to the department. Dredging done during the year amounted to 5,679 cubic yards. This section of the work was commenced in May, 1914, and since that date, 1,340 lineal feet of cribwork has been placed and the necessary round piles driven along front and rear faces.

Where extra depth of water was encountered, cribs resting therein were built 20 feet wide at the base and stepped in to the standard 16-foot width on top.

Section "C".—Ship channel and turning basin. On this section of the work excellent progress has been made practically all the old substructure work has been rectified and a considerable length of new wall has been placed. Of the rectification, only about 65 lineal feet of wall have yet to be made to conform with the requirements of the Department, and 5,110 lineal feet of entirely new substructure has been placed. Of the concrete superstructure, 16,033 cubic yards have been poured. Thus, of the total, 13,002 lineal feet in the ship channel, 2,060 lineal feet have been completed, 1,170 lineal feet require only the top lift of the superstructure, 610 lineal feet have the first lift or slab placed, and 5,862 lineal feet require the whole superstructure.

In the turning basin, practically all round piles, caps, and stringers are in place. All this work, or 3,787 lineal feet, has been done during the past season.

It is interesting to note that the contractors, appreciating the difficulty of performing this work under water, have built a levee around the site of the different

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walls, and by the aid of pumps are enabled to hold the water-level at a point 2 feet below the top of bent piles. Thus the structure being exposed to view, the quality and progress of the work are both improved.

During the year, 847,527 cubic yards were removed from the ship channel and turning basin by hydraulic dredge, and deposited as backfill. Dredging necessary to build walls on this section of the work amounted to 32,529 cubic yards for the same period.

Extra work done at corner "K"—Sections "C" and "D".—Owing to the soft material encountered near corner "K", it was found necessary to use piles of greater length than used in other parts of the wall, also to supply additional anchorage 60-foot round piles and 60 and 76-foot sheet-piles were used as conditions warranted; the latter being of such length as to reach the rock, and being shod, have obtained a toe-hold in the rock, thereby preventing any sliding of the wall.

Additional anchorage was also provided by driving piles 50 feet behind the standard anchorage and extending the 2-inch rods back to them, thereby preventing any overturning tendency of the wall.

The substructure of this work has now been completed at an additional cost of \$44,495.59 more than the standard type of walls called for by the plans and specifications.

All of this work has been done in the dry, being within the area where the water has been reduced to 4 feet 9 inches below the ordinary lake level.

Section D.—Retaining walls, northern slip and marginal way.—That portion of the contract known as the northern slip or Don diversion channel was completed ready for back-fill during the fiscal year 1916-17, as was also the north marginal way wall.

On section WW 1, known as Polson's extension (924 feet in length), the whole substructure has been rectified. The design of this wall has been altered so that the timber superstructure is now replaced by a combination of concrete and timber.

During this year, the substructure of sections KV and VY known as the south marginal way wall, 1,350 feet in length, has been rectified and the first two lifts of concrete superstructure have been completed, 1,856 cubic yards having been poured.

Work on the 900-foot ventilating channel was started during the year, and all of the substructure on the 1,800 feet of wall has been completed, with the exception of about 100 feet at the north end.

In order to build these walls it was necessary to dredge 60,273 cubic yards of material, of which 33,629 cubic yards were within the channel itself.

MANITOBA.

BIG GEORGE ISLAND.

The object of the work at this place is to provide a harbour of refuge for vessels plying in the northern waters of lake Winnipeg.

During the past season, the approach to the harbour begun in 1916-17 (see report for fiscal year ending March 31, 1917, page 50) was continued, a cut 100 by 30 feet with an average cut of 2.5 being made. Approximately at right angles to this approach and at the outer side of the harbour, a cut 510 by 50 feet, with an average cut of 2.5 was also made.

The proposed harbour will be 500 by 300 feet when complete and the work of the past season still leaves an area of 500 by 250 feet untouched. It will also be necessary to deepen the portion already dredged.

The material removed consisted almost entirely of granite boulders, with some sand; the boulders were cast over towards the lake in order to provide a breakwater, and the amount of material removed was 3,161 cubic yards, place measure.

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P. W. D. dredge *No. 202* was employed from July 30 to October 20, or a possible time of 702 hours. Of this 137 hours were actual dredging hours, the remainder being lost mainly due to storms and towing.

The total cost of the work was \$2,985.58, or a cost per cubic yard of 91½ cents, and was under direct supervision of the office staff.

WINAUSA.

Dredging.

The object of this work is to provide an approach to and a berth beside the government wharf.

The work consisted of a cut behind the angle of the wharf as a shelter for the dredge and one long and two short cuts for the approach and berth. The total length of these cuts is 822 feet, with a width for each cut of 40 feet, to a depth of 9 feet at low water.

The material consisted of sand, and 6,100 cubic yards were removed, being scowed a distance of half a mile.

Dredge *No. 205* was employed from July 3 to July 16, a possible time of 111 hours, of which 46 were lost due to storms, towing and repairs.

Some filling-in may be expected, but with the maintenance of the present lake level no dredging would be required inside three or four years.

RED RIVER.

Forks.

The work of dredging at this place was to maintain and improve the channel at the forks of the Red river, about three miles from the mouth.

The work consisted of one cut 1,753 feet long, 140 feet wide, with an average cut of 5.2 feet and to a depth of 9 feet at low water.

This channel is on the principal route of navigation in Manitoba.

The material consisted of hard sand, and 17,330 cubic yards, place measurement, were removed, all being castover.

Dredge *No. 201* was employed from August 17 to October 30, giving a possible time of 630 hours, of which 294 hours were lost time.

The duration of this work will be from two to three years.

Park Point (Crescent Island).

The object of this work was to widen the channel in the Red river between Park point and Crescent island.

The work consisted of two cuts of a total length of 1,189 feet, each 40 feet wide, with an average cut of 8.8 feet. A good channel with a depth of 9 feet at low water exists now and the possibility of ice jams affecting the town of Selkirk, and the government property, which occurred at this point, is eliminated.

The material consisted of clay and sand, and 64,280 cubic yards were removed. This material was found to have an expansion factor of 45.4 per cent, giving a place measure yardage of 54,548.

Dredge *No. 205* was employed from July 31 to October 10, giving a possible time of 620 hours, of which 125 hours were lost, mainly due to repairs, holidays, and cleaning boilers.

New Channel.

The work at this place was for the purpose of maintaining the channel outside the protection work, widening the channel inside the mouth of the river and filling up

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holes behind the protection work. The outside work has to be done annually, but the inside work was completed this season and will be permanent.

The work consisted of: (a) outside, one cut 954 feet long 140 feet wide, with an average cut of 3 feet; (b) back-filling protection work, one cut 957 feet long 50 feet wide, with an average cut of 5 feet; (c) inside the river, three cuts of a total length of 1,674 feet, each 40 feet wide, with an average cut of 11.6 feet, leaving a depth of 9 feet at low water.

The material consisted of clay, sand, and river silt, and a total of 52,496 cubic yards was removed, of which 23,696 cubic yards, place measure, were castover by dredge No. 201, and 28,800 cubic yards scow measure, removed by dredge No. 205.

Dredge No. 201 was employed from May 31, to August 16, or a possible time of 670 hours, of which 441 hours were lost, due to storms, repairs, etc.

Dredge No. 205 was employed from May 31, to July 2, and July 17 to July 30, or a possible time of 406 hours, of which 128 hours were lost, due to storms, cleaning boilers, etc.

SUGAR ISLAND.

The object of this work was to remove a middle ground which forms at the down stream point of Sugar Island.

The work consisted of one cut 951 feet long, 40 feet wide, to a depth of 9 feet at low water.

The whole work was not completed this year, and there still remains 35,000 cubic yards to be removed.

The material consisted of sand and clay, and 6,500 cubic yards, scow measure, were removed.

This material shows an expansion factor of 8.8 per cent, giving a place measure yardage of 5,933 cubic yards.

Dredge No. 205 was employed from October 11 to October 22, or a possible time of 100 hours, of which 35 hours were lost due to repairs, storms, and cleaning boilers.

SELKIRK SLOUGH.

Dredging.

The object of this work was to maintain the channel in the slough and provide a turning basin opposite the government shipyard.

The work consisted of two cuts, one in the channel 3,215 feet long, 40 feet wide, with an average cut of 5 feet; the other at the turning basin, 488 feet long, 40 feet wide, with an average cut of 12.3 feet, the whole to a depth of 9 feet at low water.

The material consisted of clay, and a total of 33,063 cubic yards, scow measure, was removed, from the channel 24,131 cubic yards and from the basin 8,932 yards.

Dredge No. 202 was employed in the channel from June 6 to August 3 and October 20 to October 30, or a possible time of 545 hours, of which 96 hours were lost through storms, procuring fuel, cleaning boilers, etc.

Dredge No. 205 was employed from October 23 to November 2, or a possible time of 93 hours, of which 15 hours were lost through repairs, etc.

BRITISH COLUMBIA.

BRUNETTE RIVER.

The dredge *King Edward* dredged the booming grounds in front of the Brunette saw-mills, to enable the company to get logs into their small canal connecting the Fraser and Brunette rivers. Work was started March 8 and completed March 14, 1918;

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the area dredged was 300 feet long by 100 wide, to 8 feet at low tide; 6,395 cubic yards of material was removed.

BURRS LANDING.

The dredge *King Edward* dredged a channel in front of Burrs Landing, on the Fraser river, about 8 miles below New Westminster.

Work was started on January 22, 1918, and completed March 5, during which time 35,065 cubic yards of sand was removed. The channel dredged was 1,780 feet long, average width 175 and 10 feet deep at low tide.

COQUITLAM.

The dredge *King Edward* dredged in front of the Pacific Construction Company's shipyard, at Coquitlam, who are building two ships for the Imperial Munitions Board. The cut made was 200 feet long, 200 wide, to 12 feet at low tide. Work commenced December 19, but the material was found too hard, and after working some days and removing about 2,035 cubic yards the dredge was removed to other work, and January 28, 1918, the dredge *Mudlark* started work and removed 12,900 cubic yards, and completed the work on March 8, 1918.

COURTENAY RIVER.

The Courtenay river runs in a southeasterly direction into Comox harbour. Courtenay, near its mouth, the northerly terminus of the Esquimalt and Nanaimo railway, is the principal town of the Comox valley.

During 1911 and 1915, the original tortuous channel over the tidal flats between Comox bay and the mouth of the Courtenay river had been straightened by dredging a new channel 3,000 feet long and 10 feet wide by means of the departmental dredge *King Edward*.

During the latter end of the past fiscal year, the orange-peel bucket dredge *Victoria* cut a channel 80 feet in width, by removing numerous boulders and snags and providing additional depth over two bars, at the river mouth and below the town of Courtenay, respectively. The estimated quantity of material which was all overcast to the sides of the channel, from April 1 to July 31, 1917, date when the work was completed, was 6,087 cubic yards.

The total length of channel improved to date is 7,000 feet.

DEAS ISLAND.

The dredge *King Edward* dredged a channel in front of the Deas Island cannery, on the Fraser river, about 9 miles below New Westminster.

The object of this work was to enable fishing boats, etc., to get to the cannery wharf and net racks, at all stages of tide. The length of the cut was 550 feet, the average width 70 and the depth made was 8 feet at low tide. The total amount removed was 12,840 cubic yards.

The work was commenced May 28 and finished June 1, 1917.

ELBURN.

Three wing dams were built on the south branch of the north arm of the Fraser river, about a mile and a half below Elburne, to deflect the current from the bank. These wing dams were 75 feet long, and 300 feet apart, built with two rows of piles 7 feet apart and filled with layers of brush and rock.

This work was commenced November 19, and completed December 31, 1917.

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Dredging.

The dredge *King Edward* dredged material from the channel opposite the three wing dams constructed by the department last November, the material being deposited on each side of the wing dams, and along the shore between them, and 30,895 cubic yards was placed there.

This work was commenced March 18 and completed March 26, 1918.

FOREST GLEN, COLUMBIA RIVER.

As a further improvement to the steamboat channel at this point, two additional cuts were made during the fiscal year 1917-18 west of and parallel to the cut of 1916-17, giving a 300 foot channel between the sand bar and island, with a minimum depth of 8 feet of water at low water. The spoil bank piled to the west of the cut practically cuts off all flow of water on this side at the low-water stage, and this concentrates the full volume of the river through the cut. It is expected that further silting-in of channel at this point will be eliminated.

Work here was commenced by P.W. dredge No. 311 on November 5, 1917, and completed March 31, 1918. During this time, 88,400 cubic yards of sand were handled, 24,600 cubic yards of which were twice overcast.

FRASER RIVER.

Steveston Jetty.

Messrs. Marsh, Hutton & Powers had the contract for the second unit of the Steveston jetty, which they completed in July, 1917.

The Marsh, Hutton & Powers contract for the second unit of the Steveston jetty called for a length of 7,100 feet, but an extension of 1,800 feet was authorized on August 15, 1916, which makes a total length of jetty now completed of 15,800 feet from Steveston out towards the gulf of Georgia.

Dredging.

Work was started on April 12, completed on May 1, 1917, and consisted in deepening the channel in front of the British Columbia Cannery, situated on the south bank of the Fraser river, about 2½ miles below New Westminster.

The length of the cut was 1,520 feet, and the average width was 150; the dredging was done to 9 feet at low tide, which included 1-foot subgrade, and the amount removed was 50,580 cubic yards.

Sandheads.

The dredge 303 (*Fruhling*) has worked all the year at the sandheads at the mouth of the main channel of the Fraser river, from Steveston to the gulf of Georgia, a distance of about 5.5 miles.

During the fiscal year ending March 31, 1918, the dredge removed 684,800 cubic yards of material from various places in the channel: 31,200 yards were removed near buoy 24; 355,200 from the channel between buoys Nos. 1 and 3; 166,400 from channel between buoys Nos. 3 and 5, and 132,000 from channel between buoys Nos. 9 and 11.

North Arm.

The dredge *King Edward* dredged a channel from the main channel in the north arm of the Fraser river up to the Heaps Engineering Company's wharf, and deepened the water in front of Mercer and Dawe's ways, and wharf.

Work was started November 22 and completed December 13, 1917. The length of the cut was 835 feet, width 150, and 8 feet deep at low tide. Total amount removed was 24,740 cubic yards.

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GRAHAM'S LANDING.

The lower crossing of the Columbia river at this point was extremely narrow, and to permit of safer passage of vessels, further dredging was necessary. On April 2, 1917, P.W. dredge No. 311 began operations here, and completed work on April 30, 1917.

A cut 1,548 feet long and 75 feet wide was made giving a minimum depth of 8 feet of water at low water. The material, clay, amounted to 12,900 cubic yards, all overcast.

LADNER.

Work consisted in dredging a channel 1,320 feet long, to 10 feet at low tide, and the average width was 174 feet. The total amount removed was 84,830 cubic yards from deep water below the wharves at Ladner up to within about 100 feet from the Brackman-Kor Company's wharf. Work was commenced May 7 and completed August 6, 1917.

LILLOOET RIVER.

The Lillooet river drains the Lillooet lakes, and passes through a flat country known as Pitt meadows, before it empties into the Pitt river about two miles from its junction with the Fraser river.

A request was made and authority was granted to clear and deepen the channel of this river, from the cut made last fiscal year, up to the third bridge, a distance of about 3,500 feet; in this distance the channel was deepened and the bends in the river were straightened, the material being thrown out on each side. About 34,934 cubic yards of material were removed.

To do this work, a dredge was hired, at the rate of \$5 per hour while actually dredging, and delays of more than half an hour for breakdowns or putting on fuel were deducted. The total cost was \$2,266, which included \$245 for inspection. The work was started June 22, 1917, and completed August 15, 1917.

LONG BAY FLOAT.

On September 22, 1917, authority was given to move the government float from Hope point to Long bay; this was done on October 3, 1917, and there was no expenditure in connection with this work, except \$19.15 for some material for small repairs, etc.

NANAIMO.

Nanaimo is on the east coast of Vancouver island. For shipping coal, the main export of the port and many steamers of considerable size call for bunker coal. Two channels connect the harbour entrance with the coal wharves. They are on the north and south sides, respectively, of the middle bank in the centre of the harbour.

The Lednitz rock breaker No. 2 worked on Nied rock and blocks H and J, north channel, during the whole of the fiscal year, reporting an estimated quantity of 11,487 cubic yards of rock broken.

The departmental dipper dredge *Leah* removed the following material between June 15 and July 9, 1917, and December 6, 1917, and January 10, 1918:

Date.	Place.	Dredge.		Total amount removed.	
		By dipper dredge.	By rock breaker.	Cubic yards.	Value.
June 15 to July 9, 1917.	North channel.	1,066	1,066	2,132	\$1,066.00
December 6, 1917.	North channel.	1,066	1,066	2,132	\$1,066.00
January 10, 1918.	North channel.	1,066	1,066	2,132	\$1,066.00
Total.		3,198	3,198	6,396	\$3,198.00

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This leaves an estimated quantity of 21,864 cubic yards (place measurement) still to be removed. No further work is required on block I which has now a minimum depth of 29 feet at low water. The present minimum depths at low water on block II is 27.2 feet; on block J, 23.8 feet; and Nicol rock, 21.2 feet.

NITINAT INLET.

The Nitinat inlet is situated on the west coast of Vancouver island about 80 miles from Victoria. The removal of a rock drying 2½ feet at low water in the narrow part of the Inlet leading from the open Pacific to the Nitinat lake has been removed to a depth of 10 feet at low water. The estimated quantity of rock (diorite) to be removed was 243 cubic yards, place measurement. Additional improvement has been made by the removal of rock from two projecting points in the narrows.

The work was undertaken between August 1 and October 28, 1917, and the total payment to the contractor being \$3,645.

OKANAGAN RIVER.

Between 18th April and 22nd October, 1917, the work consisted of completing the dredging required to deepen the navigable channel between stations 51 and 95 (1900 survey) to the established grade line and, where required, repairing the bank protection work when necessary, as the work of dredging was proceeded with. The material moved consisted of gravel and sand, of which 12,717 cubic yards was overcast and deposited on the bank or loaded on to the brush-and-piling protection work.

PENDER HARBOUR.

A channel was made through Canoe pass, which connects Bargain bay with Pender harbour, to enable small craft and fishing boats to go through the pass at a medium stage of tide. The length of the excavated channel was 485 feet, and an average depth of 3 feet was excavated, 10 feet wide at the bottom in the earth excavation, with slopes 2 to 1, and 14 feet wide at the bottom through the rock excavation, with slopes ½ to 1.

The work was started May 7, and was completed July 5, 1917.

PENTICTON.

On 23rd October, 1917, work was commenced at the Penticton Lumber Company's mill pond, for the purpose of lowering the floor of the pond to the grade line of the Okanagan river at that point. On the 6th November, dredging was suspended, to allow the crew to do some pressing work at the control dam at head of river, was resumed 4th December, and completed 14th December, 1917.

On this work, 2,442 cubic yards was overcast and 364 cubic yards recovercast, a total of 2,806 yards, the material being mud, some of which was deposited on the east bank of the pond and the remainder dumped on the west side, and, later on, removed by dredge.

POPLAR ISLAND.

The dredge *King Edward* deepened the channel of the north arm of the Fraser river, at the head of Poplar island, to enable the Westminster Construction and Engineering Company to launch the four ships that they have under construction for the Imperial Munitions Board.

The work was started August 10 and completed November 22, 1917. The length of the cut was 1,050 feet, 400 wide, and 12 feet at low tide. The yardage removed was 73,680 cubic yards.

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SEA OTTER COVE.

Sea Otter cove is a small settlement at the northerly end of Vancouver island. During the past fiscal year, a floating landing was built and the sum of \$550 was paid to the contractors, Messrs. James MacDonald & Company for the construction, 20 by 11 feet with floating approach 220 by 6 feet. A portion of the approach and the float were lost while being towed to the site and are being replaced. The contractor is engaged, at the time of writing this report, on completing this work which has been considerably delayed owing to its inaccessibility.

SQUAMISH.

The dredge *King Edward* proceeded to Squamish, at the head of Howe sound; 125,800 cubic yards of material were removed in 1916-17 and on June 13, 1917, work was resumed, but it was found that during the freshet in the Squamish river a great deal of material was brought down and filled up the dredging that had been done. On July 5, instructions were received to remove the dredge and work at Ladner; 13,135 cubic yards were removed during this time; this dredging was done to 8 feet at low tide, but this depth could not be maintained on account of the material that was brought down the river at low tide.

VANCOUVER.

Vancouver is the largest city on the west coast of Canada, has a population of 110,000, and is the western terminus of several railways, also the Canadian shipping point to China, Japan, and all oriental ports.

The dredging done this year, consists in the removal of 234,780 cubic yards from the north side of the Narrows, and 147,910 from Parthia shoal. The object of the work as originally laid out was to widen the Narrows to 1,200 feet, deepen the channel to 35 at low tide and to remove Parthia shoal to the same depth. The work on the north side of the channel was started April 12, and October 18, 1917, operations were commenced on Parthia shoal, which was finished on March 19.

Parthia shoal was dredged to 36 feet, which included 1 foot subgrade, but it was found by sweeping that there were large boulders there which were too big for the dredge to handle. The total amount of material removed from the north shore of the Narrows and Parthia shoal since work commenced is 4,139,260 cubic yards, scow measurement.

VICTORIA.

Piers 2 and 3.

Filling was done between the walls of the piers and behind the bulkheads; 534,482 cubic yards of backfill were placed during the year, completing the work in March.

The rubble walls between the bulkheads and shore were completed by the addition of 8,260 tons of rock.

The extension of the Montreal street surface drain made necessary by the reclamation of the foreshore was carried out at a total cost of \$790,18.

Freight Shed on Pier No. 2.

Work of construction of a freight shed, 204 by 703 feet, to be used by the Imperial Munitions Board as an assembly plant for the installation of machinery in the wooden ships being built on the coast was commenced on 26th September, and virtually completed by the end of January, at a cost of \$217,629.44.

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Ferry Slip and Trackage.

The construction of a ferry slip and the necessary trackage having a total length of 6,600 feet consisting of a main line with tail track, three tracks on approach trestle and apron, surface tracks on both sides of pier 2, depressed track in the centre of pier 2, and storage track.

The slip designed to meet any three-track car barge being operated by either the Canadian Pacific Railway or the Great Northern Railway, was commenced in December and was in operation on March 26, 1918.

Dredging.

The dredging carried out during the past year had as its main object the further improvement of the channel to James bay by the removal of rock to the south of Pelly island, also the removal of rock to the east of Songhees point to provide additional facilities for vessels leaving the Canadian Pacific Railway wharves and the removal of Turpel's rocks in the centre of the upper harbour. The navigable area is being gradually increased year by year, and the grade of 20 feet below low water over areas already covered is maintained. The following plant, working on single shift, assisted with the above work: Dredges *Ajax* and *Mudlark*, and Lobnitz rock breaker No. 1 worked during the whole of the year, while rock-drill plant No. 2 worked from April 1 to May 19, and July 25 to October 12. The dredge *Ajax* paid two visits to Nanaimo during the year, also working at Powell river.

Upper Harbour.—Since the establishment of the shipbuilding industries in the upper harbour, the work of the dredging plant has been concentrated to a considerable extent in improving that part of the harbour fronting the launching ways of the Cameron-Genoa Shipbuilders and the Foundation Company, with the result that the areas fronting the launching ways of both these yards have been deepened to 20 feet below low water. The removal of Turpel's rocks Nos. 1 and 2 in the centre of the upper harbour has been undertaken, and where a former depth of 6 feet below low water obtained, there is now a depth of 20 feet below low water. The *Ajax* also dredged to grade a considerable area between the Victoria Machinery Depot and the Esquimalt and Nanaimo Railway bridge from depths of 16 to 19 feet below low water.

Lower Harbour.—Hospital rock, east of Songhees point, was cut back about 80 feet, giving this additional width at the point where the Canadian Pacific Railway ferry boats go astern before leaving the harbour. The channel lying south of the Esquimalt and Nanaimo Railway bridge was deepened where silting up had taken place and additional depth provided fronting the Hudson's Bay Company's wharf. The north side of the main channel between Songhees point and the entrance to West bay has been further improved during the year, resulting in an additional width of 100 feet by the removal of rock from the south of Pelly island, and an increased width of 150 feet has been provided between Pelly island and the entrance to West bay.

The middle of the main channel immediately south of Pelly island was deepened at points where silting-up had taken place. At times when the dredges were not engaged on work of greater importance the work of providing an alternative channel to the north of Pelly island has been undertaken. A further improvement has been made at Shoal point resulting in an additional width of 100 feet and the original sharp turn for vessels entering and leaving the harbour has been greatly improved and has enabled the beacon to be placed 170 feet southwest of its former position. A considerable area in West bay and fronting the outer wharves has been dredged by the Pacific Dredging Company to provide fill for the piers under construction at Ogden point.

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Summary.

Upper Harbour.....	91,683 cubic yards, scow measurement.
Channel south of E. & N. Railway Bridge..	1,044 " "
North side of Channel between Songhees	
Point and West Bay.....	99,666 " "
Shoal Point.....	9,150 " "

207,483 cubic yards of hardpan, clay and silt were removed, making a total during the year, scow measurement, of 217,517 cubic yards.

The main channel from the harbour entrance to James bay is now in a good navigable condition and the same applies to the upper harbour. When conditions allow the resumption of operations, the work of first importance is the further removal of rock to the south of Pelly island and the large area of rock between Songhees point and the E. & N. Railway bridge (Hospital and Discovery rocks).

GENERAL.

Work of repair and improvement was executed during the fiscal year on the following wharfs, piers, and breakwaters:

North Scotland. Amherst Point, Andersons Cove, Annapolis Royal, Antigonish Landing, Arichat, Arisaig, Baddeck, Bakers Point, Bass River, Baxters Harbour, Bear Cove, Bear River, Beaver River, Bluff Head, Boularderie Centre, Broad Cove Marsh, Canning, Cape St. Mary, Carrs Brook, Chebogue, Chipmans Brook, Comeaus Cove, Cox Bay, Descousse, Digby, Eagle Head, East Ship Harbour, Feltzen South, Findlay Point, Fox Island, Freeport, Friars Head, Fruids Point, Grand Etang, Grand Narrows, Half Island Cove, Hampton, Harbourville, Hunts Point, Inverness, Iona, Jones Harbour, Kelleys Cove, L'Ardoise, Lingan Beach, Litchfield, Little Harbour, Livingston Cove, Lower West Pubnico, McKays Point, McNairs Cove, Marble Mountain, Margaree Harbour, Meat Cove, Middle East Pubnico, Mill Creek, Moshers Bay, Neeun Trench, Newellton, New Harbour, North East Point, North Ingonish, North River, Nyanza, Ogden's Pond, Owls Head, Parrsboro, Port Duferin, Port George, Portuguese Cove, Ross Ferry, Sandy Cove, Scotts Bay, Seaforth, Short Beach, Sight Point, Soher Island, South Ingonish, Summerville, Swims Point, Three Fathom Harbour, Tiverton, Trout Cove, West Chezzetcook, Westport, Weymouth, Whybecomeagh, Windsor, Wolfville, Voglers Cove, Youngs Landing.

Prince Edward Island. Annandale, Cardigan South, Georgetown, Hickey's, Hurds Point, Little Sands, Miminigash, Min. River, Mount Stewart, Murray Harbour South, Pannone Island, Piquette, Port Selkirk, Rocky Point, Souris, South Rustico, Tignish, West Point, Wood Islands.

New Brunswick. Albert, Andrews Hollow, Back Bay, Barkers, Bay du Vin, Easton Court House, Campbellton, Carriquet, Cheekish, Dipper Harbour, Durham, Edgatts Landing, Fairhaven, Gagetown, Glades, Grand Anse, Hopewell Cape, Leonard Cape, Lords Cove, Lorneville, Martins Head, Milberton, Mills Point, Néguae, Oak Point, Quaco, Reelforth, Richardson, Richibucto Cape, River St. John, Rothesay, St. Andrews, Seabrook, Seale Cove, Shediac, Shippigan Gully, Shippigan, Stone Fort, Tremblie Beach, Tyngmouth Creek, Welchpool, Whitehead.

Quebec. Ancienne, Gascons, Ancienne Grifons, Anse St. Jean, Baie St. Paul, Barachois de Malboro, Belzil, Berthier (en bas), Buckingham, Cabano, Cacouna East, Cap-Croix, Cape Cove, Cascades, Chénouin, Clarke City, Cross Point, Desjardins, Duvernay, East Templeton, Father Point, Fort William, Gaspé Bay, Georgeville, Glen Aspid, Graham, Grindstone, Gros Isle, High Falls, Hospital Bay, Hudson,

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Hull, Ile aux Coudres, Ile Perrot North, Isle Verte, Lacolle, Lake Megantic, Long Rapids, Lotbiniere, Magog, Malbaie, Masson, Mont Louis, Newport, Norway Bay, Phillipsburg, Pierreville, Pointe à Brousseau, Point à Elie, Pointe St. Pierre, Point Shea, Pont Laurier, Rimouski River, Rivière au Renard, Rivière des Vases, Rivière-Ouelle, Roberval, St. Alexis, St. Alphonse, Ste. Anne, St. Andre, St. Anne de Beaupre, Ste. Anne des Monts, St. Charles, St. Charles de Caplan, St. Denis, St. Eloi, Ste. Famille, Ste. Felicite, St. Francois Sud, Ste. Genevieve de Batiscan, St. Gregoire, St. Ignace de Loyola, St. Irene, St. Jean des Chaillons, St. Jean d'Orleans, St. Jerome, St. John's, St. Laurent, St. Majorique, St. Methode, St. Michel, St. Paul de l'Ile aux Nois, St. Pierre les Becquets, St. Roch, St. Simeon, St. Ulric, St. Zotique, Sabrevois, Saguenay River, Sept Isles, Trois Laes, Trois Pistoles, Varennes, Vaudreuil, Woburn.

Ontario.—Bayfield, Beaumaris, Bowmanville, Bracebridge, Bronte, Bruce Mines, Burlington Channel, Charlton, Christian Island, Chute à Blondeau, Cobourg, Cumberland, Desbarats, Goderich, Grand Bend, Haileybury, Kincardine, Kingsville, Lakeport, Leamington, L'Orignal, Michipicoten, Minaki, New Liskeard, Nipissing, Oshawa, Owen Sound, Pelee Island, Pembroke, Petawawa, Peterborough, Port Colborne, Port Hope, Port Stanley, Rainy River, Rideau, St. Joseph, Saugeen River, Sault Ste. Marie, Shrewsbury, Silver Centre, Sturgeon Falls, Thornbury, Toronto, Wendover, Wheatley, Windsor.

Manitoba.—Arnes, Gimli, Ihaua.

British Columbia.—Bindley's Landing, Bold Point, Campbell River, Clayoquot, Comox, Crofton, Dignans Bay, Eagle Cliff, Gower Point, Grace Harbour, Granthams Landing, Halfmoon Bay, Hammond, Haney, Hatzie, Holberg, James Island, Langley, McDonalds Landing, McKays, Matsqui, Metchosin, Mirror Lake, Mission, Mount Lehmen, Nootka Island, Port Clements, Port Moody, Powell River, Prince Rupert, Quatsino, Riverside, Roberts Creek, Rocky Point, Safety Cove, Sapperton, Savary Island, Sidney Island, Smiths Landing, Sonitula, Ucluelet, Union Bay, Vancouver, Whannock, Williams Head, Willow Point.

DREDGING OPERATIONS.

Contract Dredging, 1917-18.

West St. John, N.B. (Deep water berths.)

Under contract No. 11118 with J. S. Gregory. Dredge *Kela*.

Quantity removed: 17,159 cubic yards, scow measurement, at 40 cents per cubic yard. Class B.

Amount passed for payment \$6,924.82.

Work commenced October 26, 1917; completed December 8, 1917.

Object of work: Improvement of deep-water berths.

Doucet's Landing, Que.

Under agreement with La Cie Générale d'Entreprises Publiques. Dredge *N. Welland*.

Quantity removed: 2,940 cubic yards, scow measurement at 50 cents per cubic yard. Class B.

Amount passed for payment, \$873; inspection \$44; total expenditure \$887.

Work commenced November 19, 1917, completed November 12, 1917.

Object of work: to dredge a basin in front of the Grand Trunk Railway wharf.

Batiscan, Que.

Under agreement with La Cie Générale d'Entreprises Publiques. Dredge *N. Welland*.

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Quantity removed: 23,704 cubic yards, scow measurement, at 18 cents per cubic yard. Class B.

Amount passed for payment, \$4,266.72; inspection, \$184.44; total expenditure, \$4,451.16.

Work commenced October 13, 1917, completed November 7, 1917.

Object of work: to improve channel entrance to Bastien wharf.

St. Maurice River, Que., (Western channel).

Under contract No. 11117 with La Cie Générale d'Entreprises Publiques. Dredge *New Welland*.

Quantity removed: 94,187 cubic yards, scow measurement at 9 cents per cubic yard. Class B.

Amount passed for payment, \$8,476.83; inspection, \$312.05; total expenditure, \$8,788.88.

Work commenced August 27, 1917, completed October 5, 1917.

Object of work: completion of channel in western outlet of river at Three Rivers.

Port Arthur, Ont.

Under contract No. 9490 with W. E. Phin. Dredges *Excelsior* and *Dominion*.

Quantity removed: 220,277.58 cubic yards, scow measurement, at 13 cents per cubic yard. Class B, (927.88 cubic yards, class A at \$2, included).

Amount passed for payment, \$30,294.71; inspection, \$717.25; total expenditure, \$31,011.96.

Work commenced June 12, 1917, suspended for season December 8, 1917.

Object of work: Widening and deepening of main harbour south, widening channel to Kings elevator, completion of dredging of joint slip between Sask. Co-operative and Grain Growers Elevators and dredging of basin and slip at Richardson elevator.

Kincardine, Ont.

Under agreement with C. S. Boone Dredging and Construction Co. Dredge *Kingsford*.

Quantity removed: 16,241 cubic yards place measurement at 34 cents per cubic yard. Class B.

Amount passed for payment, \$5,521.94; inspection, \$113.84; total expenditure, \$5,635.75.

Work commenced July 20, 1917, completed August 24, 1917.

Object of work: to remove material on account of shoaling in the harbour as result of unusual freshet.

Middle Island, Chatham, N.B.

Under agreement with Peter England, dredge *Peter England*.

Quantity removed: 2,003.1 cubic yards scow measurement, at 40 per cubic yard, class B.

Amount passed for payment, \$891.24; inspection, \$33.75; total expenditure, \$924.99.

Work commenced June 6, 1917, completed June 20, 1917.

Object of work: to provide access at all stages of water to the quarantine station on Middle Island by dredging a channel 20 feet wide 2 feet deep across shoal lying between the island and the mainland and by dredging an approach channel 2 feet deep, about 200 feet long and 20 wide with basin 40 by 40 feet at the wharf.

Clarendon River, N.S.

Under agreement with F. A. Fowler, dredge *Fowler*.

Quantity removed: 7,852.8 cubic yards scow measurement, at 35 cents per cubic yard, class B.

Amount passed for payment, \$2,667.04; inspection, \$231.65; total expenditure, \$2,898.69.

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Work commenced May 23, 1917, completed August 2, 1917.

Object of work: to provide for completion of dredging the channel entrance at Church River.

St. Peter Narrows, N.S.

Under contract No. 11171 with Costal Dredging & Construction Company dredge. *Cadeco*.

Quantity removed: 30,553 cubic yards. Place measurement at 26 cents per cubic yard class B and 15 cubic yards class A, at \$5.

Amount passed for payment, \$8,629.84; inspection, \$165; total expenditure, \$8,794.84.

Work commenced May 21, 1917, completed, July 12, 1917.

Object of work: to improve passage through St. Peter's narrows.

Cobourg, Ont.

Under agreement with R. Weddell Company, dredge *Trenton*.

Quantity removed: 8,172 cubic yards, place measurement, at 39 cents per cubic yard, class B.

Amount passed for payment, \$3,187.08; inspection, \$149.05; total expenditure, \$3,336.13.

Work commenced May 31, 1917, completed July 20, 1917.

Object of work: to provide necessary depths in shoal areas at entrance to harbour and to provide necessary depth in additional areas in inner harbour

Fort William, Ont.

Under contract No. 7339 with Great Lakes Dredging Co., dredges *Dominion* and *No. 6*.

Quantity removed: 911,977 cubic yards scow measurement, at 10½ and 22½ cents per cubic yard, class B.

Amount passed for payment, \$156,381.20; inspection, dragging and sweeping, \$2,601.50; total expenditure, \$158,982.70. Drawback returned, \$15,638.12.

Work commenced May 15, 1917. Suspended for season November 27, 1917.

Object of work: cleaning up of shoals in and widening Kaministiquia and Mission rivers, including Westfort turning basin.

Picnic Island, Ont.

Under contract No. 7816 with C. S. Boone Dredging and Construction Co.

Revision of final estimate, February, 1917.

Amount passed for payment, \$2,787.38.

Completed November 3, 1916.

Port Stanley, Ont.

Under agreement with M. T. Hogan.

Quantity removed: 465 cubic yards, scow measurement, at 18 cents per cubic yard, class B.

Amount passed for payment, \$83.70.

Completed June 29, 1917.

Object of work: dredging along revetment wall.

St. John Harbour, N.B. (Berths 15 and 16.)

Under agreement with J. S. Gregory, dredge *Keta*.

Quantity removed 27,456 cubic yards, scow measurement, at 42 cents per cubic yard, class B.

Amount passed for payment, \$1,138.16; lifting sunken timber, \$100; total expenditure, \$1,238.16.

Work commenced April 3, 1917, completed April 16, 1917.

Object of work: cleaning up deep water berths at new docks.

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1. St. Michaels River, N.B.

By day labour, under District Engineer Stead.

Quantity removed: 142 cubic yards, class B.

Amount passed for payment, \$422.08; total expenditure, \$422.08.

Work commenced October 13, 1917, completed November 13, 1917.

Object of work: Dredging of cut to allow schooner to ascend to landing.

*2. St. John's River, B.C.*Under agreement with J. W. Pike, dredge *Beaumont No. 2*.

Quantity removed: 34,961 cubic yards, place measurement, class B, 85 per hour price of dredge.

Amount passed for payment, \$2,230; inspection, \$36; total expenditure, \$2,266.

Work commenced June 29, 1917; completed August 15, 1917.

Object of work: completion of channel to upper bridge.

3. Pass, Pender Harbour, B.C.

Under direction of District Engineer Worsfold, by day labour.

Quantity removed: 1,919 cubic yards, solid rock, loose rock, sand, clay and clam shells.

Amount passed for payment, \$1,614.

Object of work: to clean out channel through Canoe pass between Bargain harbour Pender harbour.

4. St. Louis, Que.

By day labour under direction of District Engineer Girard.

Amount passed for payment: To rebuild temporary bridge, \$148.56; to construct pier abutments for permanent bridge at Pont Rouge, \$369.40; total expenditure, \$517.96.

5. St. John's Harbour, N.S.

By day labour, under direction of District Engineer Bernasconi.

Quantity removed: 3,155 cubic yards.

Amount passed for payment, \$1,500.

Object of work: to dredge cut through sand bar.

6. St. John's Harbour, N.S.

Under direction of District Engineer Fuller, by day labour.

Amount, \$979.82.

Object of work: Fitting out sweeping plant and inspection.

7. St. John's Harbour, N.S.

Under direction of District Engineer Stevens, by day labour.

Amount passed for payment, \$11.25.

Object of work: removal of logs.

8. St. John's Harbour, N.S.

By day labour, under direction of District Engineer Stead.

Quantity removed: 4,790 cubic yards.

Amount passed for payment, \$1,539.67.

Object of work: Clearing out of entrance channel through sand bar at entrance of harbour and to provide a basin inside new pier head to extend through to originally built breakwater.

9. St. John's Harbour, N.S.

By day labour, under direction of District Engineer Doherty.

Amount passed for payment, \$1,119.70.

Amount passed for payment, \$1,119.70.

Object of work: to dredge area to complete channel.

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St. Charles River, N.B.

Under District Engineer Stead, by day labour.

About 1,500 cubic yards.

Amount passed for payment, \$481.06.

Object of work: to improve worst sections of the river to provide channel for delivery of shell mud and fertilizer to farmers.

St. John River, N.B.

Removal of snags under direction of District Engineer Goodspeed, by day labour.

81 snags removed; 44 logs removed.

Amount passed for payment, \$1,983.

Shediac bay (Grandigue), N.B.

Under direction of District Engineer Stead, by day labour.

Quantity removed: 25,849 cubic yards, class "B".

Amount passed for payment, \$1,932.59.

Object of work: to provide a minimum width of 36 feet in the cut leading from deep water in Shediac bay to Grandigue and Shediac island wharves in Shediac harbour.

Stave River, B.C.

Under direction of District Engineer Worsfold, by day labour.

Quantity: 3,200 cubic yards.

Amount passed for payment, \$1,752.59.

Object of work: to give sufficient water at log dump to float logs brought down from Stave lake.

Nitinat Lake, B.C.

Removal of rock under agreement with McDonald and Rice.

About 243 cubic yards solid rock.

Amount passed for payment, \$3,645.

Removal of a rock pinnacle in the entrance channel to Nitinat lake.

Dalhousie, N.B.

Under contract No. 9997 with Northern Dredging and Construction Company

Drawback on work discontinued in 1914.

Payment under authority of O.C. April 26, 1918, \$497.21.

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PORT-PAVEMENT DREDGES, CALENDAR YEAR 1917

Dredge	Date	Locality	Material	Quantity, cu. yds.	Locality Cost, \$ cts.	Total Cost, \$ cts.	Cost Per cu. yd.
MARITIME PROVINCES.							
"No. 1	May 21 Sept. 11, Sept. 12 Oct. 16	St. John Channel, N.B. Winter Port Berths, St. John, N.B.	Mud and sand Mud and sand	100,566 13,682	41,047 35 18,769 18		438 128
"No. 2	July 5 Aug. 11, Sept. 12 Oct. 5, Aug. 13 Sept. 11 Oct. 6 Nov. 13	Campbellton, N.B., (Govt. wharf) Mission Pt., (Champeau wharf) Rathurst, T. de la Grande Bar, N.B.	Logs, bark, mud, sand, gravel, roots, brush. Logs, sand, stones, stumps, gravel, sticks, sawdust. Clay, sand, logs, cement	144,238 27,350 13,600 12,600		62,756 53	435
"No. 3	May 29 Oct. 18, Oct. 19 Nov. 12	Rathurst, N.B. Campbellton, Oak Pt.	Gravel, clay, sand and sticks. Sand and gravel	53,550 114,297 30,247		35,859 16	670
"No. 5	June 19 Nov. 5	Pictou, East River, N.S.	Mud, stone, clay, gravel, oyster shells, shale rock.	144,544 318,149		28,274 53 33,638 84	195 106
"No. 6	June 14 Sept. 20, Oct. 18 Dec. 6	This dredge was lost. Liverpool Channel, N.S.	Sand, mud, gravel, sawdust, rocks, stones.	16,610	23,685 57	10,513 92	308
"No. 7	Sept. 21 Oct. 17	Shelburne, N.S.	Mud, sawdust, gravel, sand, rocks, stones.	1,780	2,109 92		441
"No. 9	Dec. 7-31	Vermouth, N.S.	No dredging done on account of weather.		2,186 72		
"No. 9	May 21 July 28, July 30 Aug. 9, Aug. 10 Nov. 3	Bridge-town, P.E.I. Grand River, McPherson's P.E.I. Beach Point, P.E.I.	Mud Mud and sand Mud and sand	51,390 33,700 4,500 27,468		27,982 21	541
"No. 10				65,668		19,490 44	298
"No. 11	May 31 Oct. 22 Oct. 23-31	Not in commission. North Rustico, P.E.I. Rusticoville, P.E.I.	Mud, sand, brick, clay and rock. Mud and sand	32,355 700	13,307 38 436 80	3,794 68	111 921

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"No. 12"	Nov. 1 20.	Albion, P.E.I.	Mud, sand, clay, rock and stone.	3,700	1,686 96	155
"No. 13"	June 29-Oct. 20.	Not in commission				420
"No. 14"	June 29-Oct. 20.	Shippagan, N.B. (Wharf and Gully)	Mud, sand, clay, rock, gravel, stone.	52,703	15,431 14	527
Tug "Canoe"	Not in commission	Not in commission			1,330 06	
"No. 15"	July 9-Aug. 4	Rented during season.			27,585 88	
	Aug. 10-30.	West Dublin, N.S.	Mud	2,881	1,602 30	513
	Sept. 4 18.	Park Creek, N.S.	Mud, stone.	1,739	10,702 11	602
	Sept. 24 Nov. 14	East Middle La Have, N.S.	Mud and gravel	1,558		50
	Nov. 17 27.	Chester Basin, N.S.	Mud and gravel	5,570	2,268 75	407
		La Have, at Reinhardt's & Boehmer's wharves.	Mud, brick and gravel.	115	582 08	761
				12,523	6,095 34	557
"Lolnitz No. 3"	Not in commission	Not in commission			2,922 76	
"Stoncliffer No. 1."	Not in commission	Not in commission			997 92	

ONTARIO AND QUEBEC.

"No. 4"	June 28-June 30.	Not in commission				296
"No. 101"	June 28-June 30.	Not in commission				
"No. 102"	June 28-June 30.	Pompey, P.Q.	Clay, logs, stumps and boulders	22,739	1,694 23	
	Oct. 17.				1,642 41	
	June 23 27.	La Salette, P.Q.	"	3,129		368
	July 16 21.	Piclow Cut, P.Q.	"	1,590	1,149 99	316
	Oct. 18-Nov. 20.	Long Rapids, P.Q.	"	2,730	562 60	854
			"		2,332 51	
				30,179	10,735 76	355
"No. 103"	June 4 16.	Hawkesbury, Ont.	Clay, pulp, logs, boulders.	59,613	15,299 37	255
	June 18 23	Grenville, P.Q.	Rock and gravel	455	408 46	897
				60,068	15,617 83	26
"No. 104"	May 11 16.	Papineauville, P.Q.	Clay and bark.	999	398 20	708
	May 21 June 30.	Contrecoeur, P.Q.	Clay and sand	12,978	1,043 33	336
	July 2 7.	Barthierville, P.Q.	"	401	210 90	563
	July 9-Oct. 15	Ile au Foin, P.Q.	"	28,666	11,176 19	389
				12,144	15,758 62	373

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DEPARTMENTAL REPORT FOR CALENDAR YEAR 1914. *Continued*
 CONTRACTS AND OVERTHROW. *Continued*

No.	Date	Locality	Material	Quantity cu. yds.	Locality Cost		Total Cost		Person yds.
					%	cts.	%	cts.	
✓ 10	✓ 1914 ✓ Aug. 20	✓ Pigeon Lake, Ont. ✓ Midland, Ont.	Sand, mud, clay, boulders, gravel. Hardpan, clay, logs, slabs and boulders.	54,948 93,384	15,066	25	19,881	48	291 211
✓ 11	✓ 1914 ✓ May 21	✓ Longford, Ont.	Clay, gravel, rock, boulders and hardpan.	168,929 110,755	31,917	76	35,634	99	296 544
✓ 12	✓ 1914 ✓ May 20	✓ Not in commission ✓ Hamilton, Ont.	Clay, sand and hardpan.	12,804	855	38	1,418	56	339
✓ 13	✓ 1914 ✓ May 28	✓ Not in commission ✓ St. Albans, Ont.	Clay, sand and boulders.	16,156	5,297	69	11,230	31	326
✓ 14	✓ 1914 ✓ July 2	✓ Saginaw River, Ont.	Clay, sand and boulders.	60,600	29,335	80	31,802	89	487 153
✓ 15	✓ 1914 ✓ Aug. 10	✓ Not in commission ✓ Port Burwell, Ont.	Sand, mud and clay.	98,08	16,565	43	2,104	79	167
✓ 16	✓ 1914 ✓ Aug. 16	✓ Rensselaer, Ont.	Clay, mud and gravel.	11,146	1,773	29	154	154	154
✓ 17	✓ 1914 ✓ July 30	✓ Port Stanley, Ont.	Sand and mud.	98,449	16,670	79	169	169	169
✓ 18	✓ 1914 ✓ Sept. 16	✓ Not in commission ✓ Coughlinville, Ont.	Stone, hardpan and boulders.	298,577	35,009	51	167	167	167
✓ 19	✓ 1914 ✓ Sept. 16	✓ Not in commission ✓ Coughlinville, Ont.	Stone, hardpan and boulders.	2,361	8,612	81	80,363	80,363	80,363
✓ 20	✓ 1914 ✓ May 16	✓ Lake St. Louis, Ont. ✓ Cardinal, Ont.	Sand, hardpan and boulders.	29,550 22,100	15,769	37	333	333	333
✓ 21	✓ 1914 ✓ May 28	✓ Chasontini, Ont.	Clay, slabs and boulders.	3,273	2,998	63	915	915	915
✓ 22	✓ 1914 ✓ June 7	✓ St. Pauls, Ont.	Clay.	6,915	1,992	61	28	28	28
✓ 23	✓ 1914 ✓ June 14	✓ St. Pauls, Ont.	Clay.	10,188	1,990	61	129	129	129

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MANITOBA, SASKATCHEWAN & ALBERTA.

"No. 201"	May 31 Aug. 16, Aug. 17-Oct. 30	Mouth of Red River, Man. The Forks, Man.	Mud, sand and clay Sand, hardpan and mud	23,636 47,330	6,481 12 9,594 75	274 203
"No. 202"	May 31 June 6 June 6 Aug. 3, Oct. 20-30 July 30 July 31, Aug. 1 Oct. 20	Repair Slip, Selkirk, Man. Stought, Selkirk, Man. Big George Island, Man.	Clay Clay Boulders and sand	71,926 953 26,963 3,161 31,077	16,676 17 732 80 9,970 83 3,012 39 13,746 02	227 769 570 963 112
"No. 204"	Not in commission	Not in commission			716 81	158
"No. 205"	May 31 July 2 July 16-30 July 31 Oct. 10 July 3 July 16 Oct. 11 Oct. 22 Oct. 23 Nov. 2	Mouth of Red River, Man. Park Pt. or Crescent Island Hudson, Man. Singer Island, Red River, Man. Stought, Selkirk, Man.	Mud Mud and sand Sand and clay Mud and sand Clay	25,800 64,280 6,100 6,500 6,100 111,780	1,339 44 8,082 82 1,110 27 1,061 13 1,273 69 16,067 68	126 182 163 269 144
"No. 208"	Not in commission	Not in commission			701 91	
"No. 210"	Not in commission	Not in commission			1,226 21	

BRITISH COLUMBIA.

"No. 304"	Jan. 1 June 11, July 21 Dec. 3, June 12 July 9, Dec. 1 31, July 10 July 20	Victoria Harbour, B.C. Nanaimo Harbour, B.C. Powell River, B.C.	Mud, hardpan and broken rock Mud and broken rock Mud and hardpan	120,218 8,446 2,334 136,998	43,285 62 9,175 13 983 92 53,441 97	312 1 08 121 390
"No. 302"	Jan. 1 Mar. 31 Mar. 31 Dec. 31	Kootenay Landing, B.C. Shushine Bay, B.C.	Sand and silt Feed up	18,495 953 41	4,913 26 953 41	317
"No. 305"	Jan. 1 Nov. 28	Sand Heads, B.C.	Clay and sand	18,495 706,400	5,866 67 13,207 85	317 664

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DEPARTMENTAL DREDGES, CALENDAR YEAR 1917—Concluded

BRITISH COLUMBIA Concluded.

Project	Date	Locality	Material	Quantity, cu yds.	Locality Cost, \$ cts.	Total Cost, \$ cts.	Cost Per cu. yd.
"No. 304"	Jan. 1-Jan. 9	Kelowna Saw Mill, B.C.	Sand	870	190 13	.....	56
	Jan. 10-Jan. 11	C.P.R. Wharf, Kelowna, B.C.	Sand	25	20 61	.....	82
	Jan. 12-Jan. 19	Control Dam, Okanagan River, B.C.	Clay	164	128 95	.....	78
	April 18-Oct. 22	Okanagan River	Gravel and sand	12,717	6,077 43	.....	47
	Oct. 23-Nov. 6	Pontreton Lumber Co.	Mud	2,806	.....	.....	.....
	Dec. 4-Dec. 14	Mill Pond	Sand	483	1,119 52	.....	53
				17,065	.....	7,836 67	459
	Jan. 1-April 11	Squamish, B.C.	Sand and gravel	124,215	13,260 56	.....	106
	June 4-July 14	Amnerville Bar, B.C.	Silt	53,630	4,859 22	.....	99
	April 12-May 5	Ladner, B.C.	Silt and clay	84,830	8,700 70	.....	102
"No. 305"	May 7-May 22	Doce Island, B.C.	Silt, debris	12,840	1,872 49	.....	145
	Aug. 23-June 2	N. Arm of Fraser, B.C.	Coarse sand	73,680	22,354 25	.....	303
	Aug. 9-Nov. 22	Reaps Eng. Works, B.C.	Coarse sand	21,740	4,560 43	.....	184
	Nov. 23-Dec. 15	Port Caputlam, B.C.	Hardpan and boulders	825	2,185 11	.....	2 648
	Dec. 17-Dec. 31			374,760	.....	57,792 79	154
				400,790	85,400 67	.....	212
	Jan. 1-Oct. 15	First Narrows, B.C.	Gravel	62,420	18,280 77	.....	29
	Oct. 16-Dec. 31	Parthia Shoal, First Narrows, B.C.	Boulders and gravel	463,710	.....	103,390 44	223
				109,050	.....	43,310 46	397
	Jan. 1-Dec. 31	Victoria Harbour, B.C.	Grey clay	14,550	1,376 47	.....	95
"No. 306"	Did not work, laid up at Chase, B.C.			19,650	2,466 94	.....	129
	Jan. 1-Jan. 31	Forest Glen "A", B.C.	Sand	12,960	1,757 52	.....	136
	Feb. 1-Mar. 31	Cottonwood Point, B.C.	Sand and gravel	33,290	4,146 09	.....	125
	April 1-May 7	Graham's Landing, B.C.	Clay	.....	.....	.....	.....
	Nov. 5-Dec. 31	Forest Glen "B", B.C.	Sand	1,802 68
"No. 307"	May 8-Nov. 1	Annual overhaul		80,360	11,579 79	144

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"No. 313"	Jan. 1-Jan. 22	Victoria Harbour, B.C.	Rock and boulders	525	527 13	10,731 47	1 00
	Jan. 23-Aug. 22	Courtenay, B.C.	Gravel and boulders	9,086	8,405 30		931
	Aug. 3-Oct. 3	Nanaimo Harbour, B.C.	Broken rock	4,351	1,739 04		399
				13,962			769
Rockbreaker	Jan. 1-Dec. 31	Victoria Harbour, B.C.	Rock	7,084		28,104 72	8 96
"No. 1"							
Rockbreaker	Jan. 1-Dec. 31	Nanaimo Harbour, B.C.	Rock	6,119		23,049 20	3 76
"No. 2"							
Drilling							
Plants "No. 1 and 2"	Jan. 1-Oct. 13	Victoria Harbour, B.C.	Rock	2,041		12,757 73	6 25

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DRY DOCKS.

CHAMPLAIN DRY DOCK.

The rock excavation was completed by the end of October, 1917, to its full depth and width, except for little trimmings on top, which will be done next year.

The total quantity of excavation, this year, amounted to 76,100 cubic yards.

The concrete walls of the dock were completed from station 7+25 up to station 0+90, except for the timber slide in the first part of the dock, and from section 0+90 to 0+00, the walls on each side are more than half completed. The bottom of the dock is completed to station 0+90. Early in the spring, they completed the pump-house foundations. The concrete work could have been completed at the head of the dock but owing to unusual cold weather and owing to the testing of the floating caisson which took more time than they expected, they had to stop work for the winter.

During this year, the total yardage of concrete was 37,100 cubic yards in the dock proper and 5,500 cubic yards for the crib superstructure.

During this season, two cribs were sunk, one 75 feet long at the north end of the western guide pier, and the other one at the end of the eastern guide pier. There are two more cribs to be sunk, they were to be set in place this fall, but the dredge did not have time to clean the seats before the ice formation.

The total yardage of cribwork amounted to 5,300 cubic yards.

The Montreal Harbour Commission dredge started work July 2 and stopped November 16. During this period, the channel was dredged out to 30 feet at L.W.O. S.T. After the main dredging was done, cleaning up the channel bottom was started but as it was late the dredge had to leave for the winter.

The only work left on submarine rock dredging for next spring is to complete the cleaning of the channel bottom and to complete the dredging of the two crib seats.

The total yardage taken out this summer amounts to 34,400 cubic yards.

In the boiler room and generator room, the balance of machinery has been all set up but not properly tested yet.

The total work done in power house this year amounted to \$20,980.70.

Early in the spring, the foundations were completed and soon after, pump house was built. During the summer and the fall, the erection of the three main pumps and of the two drainage pumps were carried out. The tile work in pump house is partly finished and will be completed by the spring.

The two caissons were completed this year, except for the floating caisson on which two motors for the pumps are not set and tested yet.

All the sluice gate valves were set and coupled with their motors, and 70 per cent of the underground wiring of all sizes is completed.

ESQUIMAULT GRAVING DOCK.

During the fiscal year ending March 31, 1918, eighteen ships were docked for cleaning, painting and repairs, occupying the dock one hundred and ten days in all.

Repairs were effected to Nos. 1, 2, and 3, main boilers by the use of an electric welding plant, which will add considerably to the life of each boiler.

The coal bunkers, a building 57 by 32 feet, was removed and replaced by a new building on concrete foundations.

The latrines were also replaced by a new building 31 by 10 feet, constructed on concrete piers.

Corrugated iron was used in the buildings constructed.

The staff has been otherwise variously employed in attending to the docking and undocking of ships, the care of buildings and machinery, and special attention was given to the hull clearance of the caisson by sealing and painting. With the excep-

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tion of some minor renewals, the plant is now in good working condition. The electrically-driven 6-inch vertical centrifugal pump installed in the past fiscal year has proved very satisfactory. The total expenditure to March 31, 1918, was \$17,811.27.

SELKIRK.

Repair slip.—The repair slip was operated as usual this season. A total tonnage of 4,666 was handled. Of this, 1,284 tons were departmental and 3,382 tons commercial.

Total revenue from this plant amounted to \$4,714.36. The expenditure is \$3,512.21.

LOCKS AND DAMS.

QUEBEC.

OTTAWA RIVER.

Timiskaming reservoir.

Downstream from the Ontario sluices, all holes scoured in the riprap apron were filled with quarried rock at the beginning of the year. The spring flood ran 80,000 c.f.s. maximum, and there was about 58,000 c.f.s. mean flow for June. The result was that scouring in the heavy rock bed again took place, and re-filling was necessary, the work being done between December and March.

The winter was extremely cold, and labour was poor and scarce, so the re-filling was slow until the middle of January. With increased force, better progress was made and as far as possible large rock was used, much of it being $\frac{3}{4}$ cubic yards to $1\frac{1}{2}$ yards. To end of January, 2,800 cubic yards were placed, and in February, 1,500 yards more up to the 18th, when track had to be taken up from below the Ontario sluices in order to feed storage.

During March, 1,200 cubic yards of rock of large size was placed below the Quebec sluices. Some excavation, chiefly boulder material, was done upstream from the Ontario dam in order to clear the approach flow-way of the ridges left by steam shovel. All excavation was closed down in April.

Timiskaming reservoir was filled to elevation 587.9 by May 25, 1917, and remained so till the middle of September. Storage was given out for about a month, the surface falling about $2\frac{1}{2}$ feet. The autumn rains refilled the reservoir to elevation 586, and from December till end of March about 10 feet was drawn off.

Quinze reservoir.

During the spring, arrangements were completed with regard to the flooded timber around the reservoir and, after a conference with the lumbermen and power owners, it was agreed to fill the reservoir to elevation 864 as soon as possible. This meant raising the main road at several points in Latulippe township, and reconstructing the bridges, the work being begun in June. All the bridges were finished by the winter but bad weather in this clay and the difficulty in securing teams and labour delayed the earthwork, so that it could not all be finished before freezing weather.

Six pile trestle bridges were constructed, the total length being 800 feet, and 1,850 feet of approach embankments were made. Besides this, 1,500 feet of road diversion was finished.

The Latulippe settlers asked very unreasonable prices for the land flooded, and refuse to consider the offers made by Mr. Cross. Gradually, however, the greater number have accepted the very generous prices of \$50 per acre for cultivated, \$20 per acre for slash, and \$5 per acre for bush land.

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At Quinze dam itself some repairs were made to the concrete piers, where spalling continues from time to time.

The log drive was passed without trouble in the spring, and then a storage of about 5 feet in depth was held upon the reservoir.

The reservoir was filled to elevation 859.5 by the end of May, 1917. The spring flood ran 42,000 c.f.s. maximum and a mean of 36,000 c.f.s. for June. About 4½ feet of storage was used to October, then the autumn rain raised the surface to elevation 857 in the first week of November, whence it fell, to 1st January, 5½ feet, and another foot to 31st March. The shallow channel between the islands at the head of the river prevented its being drawn down further, although the sluices were wide open.

Kipawa reservoir.

There was no work of any consequence done in connection with the dams. The reservoir was filled to elevation 884.9 on June 6, 1917, and remained about that level to the middle of July, whence it fell 3½ feet to the middle of October. It was then fairly constant till 20th January, 1918, whence it was drawn down 5 feet to the end of March. The greatest outflow was 7,400 c.f.s., June 9, 1917, and the mean for June was 4,700 c.f.s.

Chaudière Falls, Ottawa.

The result of the storage may be judged from the following mean monthly flows at the Chaudière mills:

October	27,800 c.f.s.	January	21,600 c.f.s.
November	29,000 "	February	19,300 "
December	27,000 "	March	21,300 "

It will be seen that, generally, the flow was over 20,000 c.f.s., which is considered ample for all the manufacturers. Under natural conditions the flow would not have been half the above in February and March, as the winter was one of the coldest on record, and for ninety days there was no thaw. In February, there was a minimum of 17,300 c.f.s. due to anchor ice conditions in the Deschenes rapids. Under natural conditions anchor ice would have affected the flow all through the winter.

Metering.

Flow measurements have been continued at La Passe in order to fix the flow at that point with relation to the height of Coulange lake. Meterings are also being made to define the relation between the flow in the Calumet and Rocher Fondu channel, and the party also measured Coulange river, Black river, and the Mattawa summit waters.

From time to time, measurements are taken of the Gatineau, Rideau, and the main Ottawa at Bessier's Grove, the work being done by the party that rates the metering instruments at Dow lake.

Another party is stationed at Carrillon, measuring the main river also the Lièvre, Rouge, and North rivers. The measurements at this point, added to the measurements of the St. Lawrence at Iroquois, are for use in connection with Montreal harbour levels.

In connection with maintaining Quinze reservoir, the flow contour elevation 861, has been surveyed through Beauneville township, and levels required for the road work in Latulippe township have been given by the same party.

RIVIÈRE DU LIÈVRE.

Lock and Dam.

Work during the past year consisted of operating the lock, placing the requiring beams in spring and removing them in the fall, new safety boom was placed in the

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fall, the fence around the property was rebuilt also last fall, renewing sheathing on apron of dam, rebuilding the two centre piers of the dam from low-water line, repairing timber slide, replacing roller and frame to lift stop-logs in slide by a pair of winches. Minor repairs to the Lockmaster's quarters.

Expenditure during the fiscal year, \$5,906.95.

RIVER ST. CHARLES.

Locks and Dam.

Work performed during this fiscal year is as stated below.

The completion of the fabrication of steel for the floating caisson for lower lock entrance.

Excavation for the mattress on the north shore of the river above the dam. The material was removed by a suction dredge and pumped to the government property on the Limoilon side west of the Canadian Northern railway, to raise the surface to make it available for building or commercial purposes in the future.

Permanent steel girders to carry the Canadian Northern and Quebec Railway tracks have been erected over the sluiceway openings in the dam to replace cribwork which has to be removed for the construction of the sluiceway and piers.

Total expenditure for year, \$101,174.56.

YAMASKA.

Yamaska, a thriving village situated on both sides of the Yamaska river, about eight miles from its mouth, where it empties in the St. Lawrence. Two miles below the village is situated the lock and dam built by the Department of Public Works in order to facilitate navigation on this river.

Work of repair done by day labour, commenced on October 11, and was completed October 31, 1917, and consisted in reconstructing the four upper tiers of the dam at the little channel and making a concrete flooring on top of the dam which is used as a roadway.

In the execution of the above works 7,207 feet b.m. of timber, 60 bags of cement, and some iron were used.

During the fiscal year 1917-18, the expenditure was \$671.15.

MANITOBA.

St. Andrews Lock and Dam.

The lock and dam was in operation from May 8 to November 29.

In the month of August, it was found necessary to raise the curtains of the dam to remove brushwood, etc., to facilitate the better operation of the same. Owing to the small discharge of the Red river, canvas was placed at different points on the dam to prevent undue leakage.

During the navigation season, a gross tonnage of 25,635 passed through the lock, and 530 small craft. Passengers to the number of 5,897 were carried.

Excursion boats made daily trips on the water regulated by the dam.

SLIDES AND BOOMS.

OTTAWA RIVER WORKS—ORDINARY REPAIRS.

North Chaudière Station.—A new guide boom was provided for the entrance to the upper slide, the bulkhead of the slide was rebuilt, and the winches for raising the

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stop-logs were mounted upon a new frame. A temporary apron of timber was placed at the outlet of the lower slide to prevent the logs from being damaged by striking the rocky bed of the river at stages of low water.

Sault Chaudiere Station.—The expenditure at this station was for materials for repairs to the storehouses and guide booms at entrance to slide; the work having been performed by the slide master and his men.

TRIBUTARIES OF OTTAWA RIVER.

Ottawa River. The repairs on this river consisted in placing extra screw bolts to strengthen the main boom and in repairing the boats and station-house.

Madawaska River.—At the mouth of the Madawaska, the top of one of the piers in connection with the retaining boom was rebuilt. This pier is 14 feet by 17 feet at the water's edge, and 11 feet by 13 feet at top, the height of the new work being $5\frac{1}{2}$ feet. Two fenders of 10-inch square timber were placed on the face of the pier.

At Arnprior the guide booms were repaired, and two of the piers at head of the slide were rebuilt from low water level, a height of 6 feet. One of the piers is 18 feet by 22 feet and the other is 15 feet by 16 feet. A cedar post was placed in each pier, and additional stop filling was provided to fill the piers.

At the retaining boom at head of Calabogie lake, five piers were rebuilt from the water surface. No. 1, is 22 feet square; No. 2, 21 feet square; No. 3, 21 feet square; and Nos. 4 and 5, each 20 feet square. All the piers are battered so that the size of each is 7 feet less at top than at water's edge, the height of the new work on each pier being 8 feet.

At High Falls, the tops of four piers supporting the guide boom at head of slide were rebuilt. Nos. 1 and 3 are 20 feet square at the water line and 18 feet square at top; No. 2 is 26 feet in front, 12 $\frac{1}{2}$ feet in rear, and 18 $\frac{1}{2}$ feet on sides; No. 5 is 33 feet in front at base and 29 feet at top, 11 feet in rear at base and top, the length of the sides being 21 feet. The height of the new work on piers Nos. 1, 3, and 5 is 9 feet, and on No. 2 it is 10 $\frac{1}{2}$ feet.

A new pier was also built at the lower bulkhead. It is 21 $\frac{1}{2}$ feet long and 5 $\frac{1}{2}$ feet wide, the height at lower end is 7 $\frac{1}{2}$ feet and at the upper end it is 2 feet. The sheeting of the pier dam between the two bulk-heads was renewed in places and some repairs were made to the main controlling dam.

At Ragged Chute extra stone-filling was placed in the pier dam across the blind channel at head of chute.

At Chain Rapids the tops of two piers had to be rebuilt. No. 1 is 18 feet by 16 feet at base and 16 feet by 14 feet at top; No. 5 is 18 feet square at base and 14 feet square at top, the height in each case being 8 feet.

Canoeing River. In the spring of 1917, two breaks occurred in the slide at High Falls, one on 31st April and the other on 5th May. On the former occasion, the longitudinal stringers broke while logs were running in the slide, and the superstructure gave way for a length of 48 feet; the other break was caused by a rock slide from the mountain, which carried out a section 50 feet in length. The damage was repaired with all possible haste, so little delay was occasioned, in either case, to those using the slide.

Blue River. A section of the High Falls slide, 137 feet in length, immediately over the bulk-head, was repaired, as the foundation had settled, causing the bottom of the slide to sink as much as 19 inches below grade at the centre of the bow. The superstructure was raised to position and properly blocked underneath, and damaged setting rods and bottom of slide and dove of post and braces were all renewed, and heavy stone was placed on the curve to protect the setting.

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Peterawa River.—At the mouth of this river, a pier was built to form a gap to allow small craft to pass through the retaining boom. The pier is 16 feet square and 9 feet high. Another pier, the first below the wharf, was patched, as some of the top timbers were decayed.

At Second Chute, the expenditure was for pine plank used in repairing the slide.

At Crooked Chute, the camp house was repaired, and an addition was built. Sections of the floor of slide at the outlet and just below the bulk-head were renewed with 6 inch material. Posts were replaced in the slide: a course of timber was placed on the tops of the foot and entrance piers and five stop-logs were made for the bulk-head. The main controlling dam was repaired, it having been found necessary to renew several of the cross-ties and longitudinal timbers.

At Thompson's rapids, the outlay was for timber for repairs to the retaining dam.

At head of Lake Traverse, the tops of two piers of the boom were rebuilt. They are each 16 feet square, battered to 12 feet square at top and 8 feet in height. Each is supplied with a snubbing post.

At Poplar chute, a glance pier, 48 feet long, 8 feet wide and 5 feet high, had to be restored. The pier is close-work in front and open in rear.

At McDonald's chute, the main governing dam, 110 feet in length, to the south of slide entrance, was rebuilt. This is a flat dam, 9 feet high at rear with an average face of 16 feet. Two piers at the guide boom required attention; the one on south side at upper end of boom, 13 feet by 16 feet and 12 feet high, was altogether renewed, and the other, also on the south side and immediately above the slide, had its top timbers repaired. Four lengths of guide boom were taken out of the water, damaged ends were sawn off and new holes were bored well back in the solid timber for the connecting chains.

The amount chargeable to Cedar lake station was for timber for repairs to the retaining dam.

GENERALLY.

Gatineau River.—Eleven tons of one-inch diameter B. B. iron chain were provided and placed on the government boom near the mouth of this river, to guard against excessive strain, when the water in the river is at spring flood.

Coulonge River.—At five different places, portions of the High Falls slide were rebuilt from the foundations. The old timbers of the latter were removed and laid in the new to receive the bents which vary in height from 10 to 16 feet; twenty-eight new bents were placed and five old ones were repaired and strengthened with extra bracing; 126 posts with the usual braces, 83 cross sills and sheathing in sides and bottom at these five places were all renewed. There were two lengths in the second section, 72 feet and 108 feet; two in the third section, 144 feet and 116 feet; and one in the fourth section, 75 feet. At other places in the slide, it was found necessary to patch the sheathing in sides and bottom, also to replace some of the posts. Three stay chains, 28 feet, 25 feet, and 21 feet in length were set to steady the superstructure. One end of each chain is connected to an eye bolt which passes through the stringers of slide, while the other end is made fast to an anchor bolt sunk in the solid rock on the side of the mountain. The posts supporting the bulk-head of slide were repaired and eleven bars of flat iron were secured to the sides of the head piers, to guard against abrasion from passing logs. One of the guide booms, 125 feet long, was water-logged, so two lengths of timber extending the whole length of the boom were placed on top to give greater buoyancy, the upper portion of the boom being planked with 2-inch pine.

ST. MAURICE RIVER.

All movable and immovable government properties used for the purpose of transmission of timber, on this river, is leased to the St. Maurice River Boom and Driving Co., which lease took effect on February 1, last.

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Under supervision, the company maintained the whole work in a very satisfactory manner and made several important improvements rendered necessary on account of the constant increasing lumber business on the river.

BRIDGES AND ROADS.

OTTAWA.

BRIDGES AT OTTAWA, AND ROADWAY AND BRIDGE APPROACHES *bc* OTTAWA AND HULL.

Laurier Bridge.—The hand-rail on the top of the guard fence, on northern side, was renewed for the whole length of the bridge, the one on the other side having been treated in a similar manner previously. The old rail was of rolled steel and was so badly corroded that holes were eaten completely through the material. All the guard fence received a coat of paint. Considerable repairs were made to the sandstone pavement on both approaches to the bridge; fully one-third of which was taken up and re-laid to grade on the western approach, while at the other end the worst places were attended to. All the pavement re-laid was grouted with cement.

Chaudière Slide Bridge.—The roadway of this bridge was cleaned, the guard fence on the western side was painted and the pavement was kept in repair. The cast-iron grating and drainage chambers were kept free of debris throughout the season.

Union Bridge.—The roadway of the Union bridge was kept clean, the planking was patched, and the guard fence was repaired.

Roadway and Bridge Approaches between Ottawa and Hull.—The pavement on this thoroughfare was cleaned frequently, and repaired. The wooden guard fence and pipe rail on the eastern side, from Union bridge to Hull, received two coats of paint while the gratings and weeper holes received proper attention throughout the year.

During the winter, surplus ice and snow were removed from the roadways of the bridges and sidewalks, and the latter, when slippery, received a coating of sand to aid pedestrians who had occasion to use them.

In spring, the usual drains were cut to carry off the surplus water.

ONTARIO AND QUEBEC.

Bryson.—The work of repair to this bridge was renewing the roadway at both ends of the two main spans, with 3-inch pine plank. The portion repaired at the Calumet island end was 71 feet long; and that at the Bryson village end, 135 feet, the width of the planking in both cases being 19½ feet. A wheel guard of 6-inch square cedar was laid at both sides and in the centre of the portions renewed. About 25 cubic yards of gravel were deposited at the Calumet island end to bring the roadbed even with the planking on the bridge.

Chapman.—The work at this bridge consisted in filling in behind the concrete retaining walls, on the northern approach, with stone and gravel, about 150 cubic yards having been used in doing so. The fill on the upper side is 110 feet long, of an average depth of 2 feet and extends up the bank about 16 feet of an average. The fill on the lower side is 104 feet in length, 1 foot average depth and extends up the bank an average of 20 feet.

Rapides des Touchins. The pipe rail on the bridge across the main channel of the Ottawa river, having been disconnected through contraction, had to be joined again, and at another place on the same bridge, part of the piping was missing and was repaired by a new piece with a coupling. The wooden guard fences on both approaches to the two bridges were repaired where the boards were broken or defective; 24 pieces of 1 by 5 inch pine having been used for this purpose.

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On the Ontario approach, a culvert collapsed and this necessitated the placing of two pieces of cedar, each 16 feet long. The roadway over the culvert was graded with gravel and stone.

Four sign boards for the regulation of traffic were placed at both ends of the two bridges.

MATAPEDIA INTERPROVINCIAL BRIDGE.

The Matapedia Interprovincial bridge links the two shores of the Restigouche river, thus uniting the provinces of Quebec and New Brunswick.

The work done during the last fiscal year consisted in the repairing of planks in a temporary manner, stopping the most dangerous holes in order to render the bridge safe for winter. More extensive and necessary work could not be done on account of weather conditions.

PITTS BROOK.

Pitts Brook is located in the Matapedia military road, about two miles from Ste. Florence de Beaurivage, in the county of Bonaventure. It is situated in that part of the road where there is no municipality to take care of its maintenance.

The work done during the fiscal year 1917-18, consisted in the reconstruction of a bridge, 48 feet in length by 16 feet in width, placed upon two cedar abutments. The flooring is in 3-inch deals.

HARRICANA RIVER BRIDGE.

Traffic Bridge at Amos, Que.

The Government of the province of Quebec was authorized by Order in Council of the 4th October, 1917, to proceed with the construction of a fixed wooden bridge across the Harricana river, at the village of Amos, Que.

This bridge consists of two spans, continuous over the centre pier, of a total length of 304 feet, with approaches from the two shore piers. The latticed trusses are roofed over. Provision has been made for a clearance of 14½ feet above high-water level, and for lighting the channel span.

The bridge was opened to traffic in the late autumn.

MUSKRAT RIVER (MEATH STATION).

Canadian Pacific Railway Bridge.

The Canadian Pacific Railway Company proceeded with the construction of their new bridge across the Muskrat river, in order to do away with the existing 600-foot trestle built skew to the stream, over twenty years ago, and which intersects the highway bridge (O. C. June 15, 1912).

Piles were driven to a great depth for the footing of concrete abutments; during the course of placing the ballast fills to said abutments, the work settled down and virtually disappeared while, at the same time, the river bottom on either side was raised several feet. As the new line for this diversion is built through marshy soil, the company found it necessary to purchase additional land and cut a new channel for the river, to which the steel span (plate girder 87 feet 2 inches long) has been removed. This new channel is located some 900 feet from the originally proposed location of bridge, and is to be maintained by the company.

The new bridge and diversion track were completed in July, and traffic was diverted thereto on 15th August, 1917.

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GRAND RIVER BRIDGE.

Grand River bridge is a highway bridge over the Grand river at York, situated 5 miles from Caledonia. Seneca flag station is the nearest freight point.

The spring flow of ice injured the upper posts in each bent of the timber trestle at the west end of the bridge; work of repair consisted of renewing broken planks in the decking; of renewing 800 feet b.m. and replacing eight 10 by 10 posts in the trestle, and these posts were braced to the other posts in the bents with 4 by 8 braces.

The work was finished March 30. Expenditure, \$345.52.

ALBERTA.

EDMONTON.

The city carried out repairs to the roadway, which included putting in steel flange rails along the roadway and street car tracks and in making the necessary renewals to the wood block pavement, as well as some other minor repairs.

The cost of this work to the department was \$536.16, it being one-third of the total cost, as under the agreement with regard to the upkeep of this bridge; in the months of August and September last, this department put a small force of men at work clearing off the debris from the lower chords which had accumulated there from the roadway, and the sum of \$30 was expended, and owing to some extra work which was necessary in repairing the dash boards below the roadway of the bridge there was added the sum of \$31.50.

SPRAVING RIVER.

Repairs consisted in rock filling and riprap; the rock was obtained from government quarry, and lumber from the Forestry department.

Work was carried out by day labour at a cost of \$133.72.

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GOVERNMENT TELEGRAPH SERVICE

By D. H. KEELEY, GENERAL SUPERINTENDENT.

Location of Lines.	Points connected.	Year	LENGTH OF LINES			Number of Officers.	Messages Sent.
			Land Lines.	Cables.	Total.		
			Miles Wire.	Kt's.			
Newfoundland.	Port au Basque—Cape Ray.....	1883	14	..	14	2	
Nova Scotia....	North Sydney—Meat Cove (with loops)..	1880-02	168½	.....		
"	Across Bras d'Or Channel.....	1880	.....	.....	
"	" St. Ann's Harbour (Englishtown).....	1887	.....	.....	170	25	
"	" Ingonish Harbour.....	1887	.....	.....	
"	" French River.....	.....	.....	.....
"	Big Bras d'Or—Kempt Head.....	1904	20	.....	20	3	
"	Meat Cove—St. Paul's Island.....	1890	.....	20	23	1	
"	On St. Paul's Island.....	1890	3	.....	8	4	
"	Bay St. Lawrence to Money Point.....	1907	8	.....	116½	12	
"	Mabou—Meat Cove.....	1887-00	116½	.....	17½	Leased.	
"	Barrington—Cape Sable.....	1883	16	.....	.....
"	Across Bear Point Channel.....	1883	.....	1½	.....	
"	" Lt. House Channel.....	1883	.....	.....	.....
"	Mabou—Port Hawkesbury.....	1903	41½	.....	73½	9	
"	Port Hawkesbury—St. Peters.....	1903	32	.....	.....
"	St. Peters—Main a-Dien.....	1904	83½	.....	.....
"	Main a-Dien—Scataria.....	1902-09	1	3½	133½	13	
"	On Scataria Island.....	1904	7½	.....	.....
"	Gabarus—North Sydney.....	1904	38½	.....	.....
"	Little Bras d'Or—Kempt Head.....	1905	34½	.....	34½	6	
"	North Sydney—Eskasoni.....	1905	31	.....	31	10	
"	Eskasoni—Grand Narrows.....	1908	22	.....	22		
"	Grand Narrows—Shenacadie—Beaver Cove.....	1910	15½	.....	15½	3	
"	Leitch's Creek—Steekles Crossing (loop).....	1910	28	.....	28	1	
"	Baddeck—Little Narrows.....	1910	19½	.....	19½	1	
"	North Sydney—Little Bras d'Or (second wire).....	1906	6	.....	6		22,095
"	Grand River—Enon.....	1907	19½	.....	19½	2	
"	Enon—Gabarus.....	1909	29	.....	29	3	
"	Strathlorne—Wycocomagh.....	1909	37½	.....	37½	7	
"	S. W. Margaree—Whycomagh—Little Narrows.....	1912	38½	.....	38½	8	
"	Loch Ban—Scottsville.....	1912	7	.....	7		
"	Whycomagh—Orangedale.....	1912	8	.....	8	5	
"	North Sydney—Sydney Mines—Florence.....	1912	7	.....	7		
"	Little Narrows—Washabuck Centre.....	1912	12	.....	12	4	
"	Loop, Eskasoni—McAdams Lake.....	1912	5	.....	5	1	
"	Baddeck, Nyanza—Big Intervale.....	1913	39½	.....	39½	6	
"	Brook Village—Glendale.....	1914	32	.....	32	6	
"	Washabuck Centre—Grass Pond.....	1916	7½	.....	7½	1	
<i>Port Hood, Island Branch:</i>							
(Length of construction in loop.)							
"	On mainland at Port Hood.....	1907	1	.....	.....
"	Port Hood—Smiths Island.....	1907	.....	2	.....	
"	On Smiths or Inner Island.....	1907	4	.....	13½	4	
"	Smiths Island to Henry Island.....	1907	.....	3	.....	
"	On Henry or Outer Island.....	1907	4	.....	.....
New Brunswick.	Chatham—Esquimaux—Point Sapin.....	1885	56½	59½	25	5,514
	Carried forward.....		1010	30½	1,041½	171	27,600

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GOVERNMENT TELEGRAPH SERVICE—Continued.

Location of Lines.	Points connected.	Year.	LENGTH OF LINES.			Number of Offices.	Messages Sent.
			Land Lines.	Cables.	Total.		
			Miles Wire.	Kt's.			
	Brought forward		1,845	209½	2,054½	246	37,751
	<i>Chicoutimi Dist.—Con.</i>						
Quebec	St. Charles—La Pipe	1907	30		30	4	
"	La Pipe—Peribonka	1908	17		17	2	
"	Bay St. Paul—St. Placide	1908	8½		8½	1	
"	Taché—St. Louis de Nazaire Loop	1912	5		5	1	
	<i>North Shore Line</i>						
"	Murray Bay—Chateau Bay (Tadoussac)	1881-01	947½				44,860
"	Across Saguenay River at Tadoussac	1883		1½	949½	74	
"	"	1909		1			
"	Bersimis—Godbout	1904-05	114		114		
"	St. Siméon to Cap Salmon Lt. (loop wire)	1909	4		4	1	
"	Harrington—Harrington Island	1909	1½	3½	4½	1	
"	Point Lebel Loop	1915	5		5	1	
	<i>Quarantine System</i>						
"	Quebec—L'Ange Gardien	1885	13				
"	L'Ange Gardien—Orleans Island	1885					
"	" 3 lengths	1906-09		2½			
"	On Orleans Island	1885	29½				
"	Orleans Island—Isle Reaux	1889		2			
"	" (2nd cable)	1910		2½			
"	On Isle Reaux	1889	2½		80½	11	759
"	Isle Reaux—Grosse Isle	1889		2			
"	" (2nd cable)	1910		2			
"	On Grosse Isle (all told)	1885-94	3½				
"	St. Jean—Ste. Famille (loop)	1904	11				
"	St. François—St. François Nord (looped wire)		10				
"	Crane Island to Montmagny	1905-09		5	5		
"	On Crane Island	1905	3		3	5	
"	Crane Island to Grosse Isle	1907		5	5		
"	Crane Island—Goose Island	1912	10		10	2	8,915
"	Orleans Island Telephone System	1910	68		68	7	
"	Kippewa Dam—Ville Marie	1910	33½				
"	Ville Marie—North Timiskaming	1911	45		78½	9	1,443
"	St. Isidore Branch	1912	3½		3½	1	
"	Charlesbourg—Lake Beauport—Stoneham	1913	52½		52½	8	
"	Lake St. Charles—St. Gerard	1914	34½		34½	4	6,231
"	Beauport—Laval	1909	15		15	7	
	<i>Pele Island System</i>						
Ontario	Leamington—Point Pelee	1889	12				
"	Leamington Dock—Pelee Island	1901		17½	45½	18	859
"	On Pelee Island	1889-00	16½				
	Carried forward		3,339½	253½	3,593½	400	100,809

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GOVERNMENT TELEGRAPH SERVICE—Continued

Location of Lines.	Points connected.	Year.	LENGTH OF LINES.			Number of Officers.	Messages Sent.
			Land Lines.	Cables.	Total.		
			Miles Wire	Kt's.			
	Brought forward		3,339½	253½	3,593½	400	100,809
	<i>Northwest Lines—</i>						
Saskatchewan.	Qu'Appelle—Onion Lake	1883	402	.....	402	9	
"	Moosejaw—Wood Mountain	1885	107	.....	107	4	
"	Wood Mountain—Willow Bunch	1904	39	.....	39	2	
"	Gravelbourg Loop	1910	38	.....	38	1	
"	Leoville Loop	1912	28	.....	28	1	
"	Saskatoon Loop	1892	28	.....	28	1	
"	Duck Lake—Batoche	1902 10	9	.....	9	2	
"	Duck Lake—Indian Agency	1902 3½	3½	.....	3½	3	
"	Lloydminster Loop	1904 09	58	.....	58	1	29,721
"	Lipton Loop	1906	2	.....	2	1	
"	Fort Qu'Appelle—File Hills Agency	1907	28	.....	28	4	
"	Kamsack—Indian Agency	1907	6½	.....	6½	2	
"	Kamsack—Indian Agency—Pelly	1910	17½	.....	17½	4	
"	Battleford—Isle-a-Lac-Crosse	1912	275	.....	275	6	
"	Meota Loop	1912	20	.....	20	1	
"	Santaluta—Assiniboia Reserve	1913	8	.....	8	1	
Alberta.	Onion Lake—Edmonton	1883	205	.....	205	8	
"	St. Paul—Durlingville	1912	48	.....	48	3	
"	Edmonton—Athabaska	1904	98	.....	98	2	
"	Athabaska—Mirror Landing	1909	70	.....	70	1	
"	Mirror Landing—Peace River	1910	199	.....	199	4	
"	Peace River—Dunvegan	1911	74	.....	74	2	
"	Dunvegan—Lake Saskatoon	1912	76	.....	76	2	
"	Grand Prairie City Loop	1912	16	.....	16	1	
"	Lake Saskatoon—Fort St. John	1914 15	145	.....	145	3	
"	Fort St. John—Hudson Hope	1915	62	.....	62	2	
"	Peace River—Shaftsbury	1911	15	.....	15	4	
"	Athabaska—Fort McMurray	1914 15	245	.....	245	4	39,304
"	Athabaska—Lac la Pêche (Plamondon)	1911	58	.....	58	1	
"	Plamondon—Roman Catholic Mission	1915	12	.....	12	1	
"	Edmonton—Indian Agency—Stony Plain	1904	32	.....	32	5	
"	Edmonton—St. Albert	1887	9	.....	9	1	
"	St. Albert—Qui Barre—Alexandre	1902	25	.....	25	3	
"	Andrew Loop	1904	10	.....	10	1	
"	Laurent Loop	1910	7	.....	7	1	
"	Saddle Lake—Industrial School	1900	64	.....	64	1	
"	Grouard—High Prairie	1912	25	.....	25	12	
"	High Prairie—Prairie River	1913 14	134	.....	134	2	
	<i>British Columbia Lines—</i>						
British Columbia.	Kamloops—Vernon—Penticton	1890 14	467½	14	469	54	
"	Kamloops—Mount Obe	1908-10-15	86	.....	86	19	
"	Kamloops—Savonas	1913	28	.....	28	5	
"	Kamloops—Barnhart Vale—Rose Hill	1911	14	.....	14	4	
"	Kamloops—Notch Hill—Revelstoke	1914 15	215½	14	217	31	
"	Fairview—Midway	1914	93	.....	93	12	
"	Whitemans Creek—Kelowna	1914	29	1	30	7	
"	Nelson—Trail	1914	61	.....	61	15	
"	Proctor—Sirdar—Creston	1914 16	87½	2½	90	16	83,012
"	Nakusp—Edgewood	1912	59	1	60	15	
"	Golden—Wendernere	1901	92	.....	92	23	
"	Holly Creek—Upper Louis Creek	1916	37	.....	37	11	
"	Deer Park—Bentz	1916	24	.....	25	10	
"	Merritt—Mamnetto Lake—Camford	1916	37	.....	37	7	
"	Kamloops—Gease Lake	1916	11	11	3	
"	Ladnerby—Vernon	1916	26	26	2	
	Carried forward		7,228½	262½	7,491	744	257,846

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GOVERNMENT TELEGRAPH SERVICE—*Concluded.*

Location of Lines.	Points connected.	Year.	LENGTH OF LINES.			Number of Offices	Messages Sent.
			Land Lines	Cables	Total.		
			Miles Wire.	Kt's.			
	Brought forward.....		7,228 $\frac{1}{2}$	262 $\frac{1}{2}$	7,490 $\frac{3}{4}$	741	257,846
	<i>British Columbia Lines—Concluded.</i>						
Vancouver Island	Victoria—Banfield.....	1891	169	.....	169	15	
"	Alberni—Banfield.....	1899	53	.....	53	2	
"	Alberni—Clayoquot.....	1902	95 $\frac{1}{2}$	2 $\frac{1}{2}$	97 $\frac{3}{4}$	6	
"	Clayoquot—Nootka.....	1913	62 $\frac{1}{2}$	12 $\frac{1}{2}$	74 $\frac{3}{4}$	8	
"	Clayoquot Branch.....	1913	1	.....	1	2	
"	Toquart—Sechart.....	1907	7 $\frac{1}{2}$	2	9 $\frac{1}{2}$	2	
"	Tofino—Mosquito Harbour, Bear River, Clayoquot Sound—Leonard Is. Light.)	1911-14	55	3 $\frac{3}{4}$	58 $\frac{3}{4}$	4	
"	Nanaimo—Comox—Campbell River....	1893-08	118	.....	118	9	
"	Parksville—Alberni Branch.....	1895	30	.....	30	1	
"	Comox—Cape Lazo Branch.....	1910	6	.....	6	1	
"	Union Bay—Denman and Hornby Islands	1907	21	2	23	5	
"	Nanaimo—Gabriola Island.....	1909	16	.....	16 $\frac{1}{2}$	5	
"	Campbell River—Powell River.....	1910	65 $\frac{3}{4}$	13 $\frac{1}{2}$	79 $\frac{1}{4}$	11	112,906
"	Powell River—Vancouver.....	1913	108	12	120	21	
"	Campbell River—Hardy Bay.....	1914	203 $\frac{1}{2}$	4 $\frac{1}{2}$	207 $\frac{3}{4}$	18	
"	Vancouver—Squamish.....	1914	44 $\frac{1}{2}$	1 $\frac{1}{2}$	46	6	
"	Salt Spring Island Line.....	1902-14	88	7 $\frac{1}{2}$	95 $\frac{1}{2}$	23	
"	Sidney—Ganges Line.....	1910	21	2 $\frac{1}{2}$	23 $\frac{1}{2}$	5	
"	Chemainus—Kuper—Thetis Islands.....	1912	3 $\frac{1}{2}$	4	7 $\frac{1}{2}$	5	
"	Saanichton—James Island.....	1912	3 $\frac{1}{2}$	1	4 $\frac{1}{2}$	2	
"	Sydney and Sydney Island.....	1910	3	3	6	2	
"	Bamberton Works, Keatings Branch.....	1914	.....	1	1	1	
Yukon.....	Ashcroft—Dawson and Boundary.....	1899-12	1,777	.....	1,777	78	
"	Ashcroft—Quesnelle (local wire).....	1878-87	215	.....	215	.....
"	Ashcroft—Lillooet Branch.....	1896	67	.....	67	12	
"	Lillooet—Pioneer Branch.....	1912	66	.....	66	15	
"	Lillooet—Lytton Branch.....	1913	49 $\frac{1}{2}$	.....	49 $\frac{1}{2}$	12	
"	Ashcroft—Savonas Branch.....	1914	40	.....	40	5	
"	150 Mile House—Quesnelle Forks.....	1902	89	.....	89	5	
"	150 Mile House—Bella Coola Branch.....	1912	329	.....	329	28	
"	Quesnelle—Barkerville Branch.....	1887	61	.....	61	5	78,045
"	Hazelton—Prince Rupert Branch.....	1901-07	218	.....	218	22	
"	Terrace—Stewart Branch.....	1910-11	174	.....	174	8	
"	Queen Charlotte Island Line.....	1913-14	123	.....	123	13	
"	Hootalinqua—Livingstone Creek, Y. T. Branch	1907	70	.....	70	2	
"	Ashcroft—Highland Valley.....	1916	30	30	5	
	Total.....		11,711 $\frac{3}{4}$	336	12,047 $\frac{3}{4}$	1,106	448,797

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TELEGRAPH SYSTEMS OF THE DOMINION.

As a matter of general interest, pursuant to the statement submitted last year, the latest figures to hand showing the extent of telegraph lines in operation in the Dominion are as given hereunder.

Canada.	LENGTH OF LINES IN MILES.				LENGTH OF CONDUCTORS IN MILES.				No. of Offices
	Aerial	Under-ground	Sub-marine.	Total.	Aerial	Under-ground	Sub-marine.	Total.	
1917-1918									
Great North Western Telegraph Co.	10,064	7	13	10,084	31,357	192	78	31,627	
Canadian Pacific Telegraph Government Telegraph service	14,617	23	95	14,735	106,143	820	227	107,190	1,519
Grand Trunk Pacific Telegraph	11,711½	..	33½	12,047½	11,711½ .....	..	436	12,047½	1,106
	5,279	1	1	5,279	19,525	18 25	2 19	19,545	279

REVENUE AND EXPENDITURE.

The revenue and expenditure for each of the Government lines in the several districts hereinbefore mentioned, are given in the following table:—

1917-1918.	Expenditure.	Revenue.
	\$ cts.	\$ cts.
Lower St. Lawrence and Maritime Provinces—		
Anticosti lines	9,267 02	1,521 99
Bay of Fundy	3,107 45	1,188 42
Cape Breton	37,252 19	5,855 76
Cape Ray (subsidy)	250 00	
Esemmnac	2,168 78	869 96
Father Point (subsidy)	750 00	
Heaux Condres (subsidy)	200 00	
Magdalen Islands	5,148 60	2,439 67
North Shore, east of Bersimis	28,674 68	8,827 41
North Shore, west of Bersimis	21,193 03	2,386 30
Orleans telephone	1,840 25	569 45
Quarantine system	4,822 51	118 05
Quebec County Lines	5,244 56	1,279 11
Prince Edward Island and Mainland (subsidy)	13,893 32	
Cable ship <i>Thetis</i> Maintenance	57,236 75	
Generally—		
Gulf and Maritime Provinces	2,741 16	
Timiskaming District		
Telephone line	3,288 92	362 05
Ontario—		
Pele Island telephone	1,574 42	169 85
North West Lines		
Saskatchewan	59,195 38	8,441 55
Alberta	78,037 55	18,761 95
British Columbia		
Mainland	78,188 33	30,257 37
Vancouver Island	98,761 90	37,043 14
Yukon—		
Ashcroft—Dawson	219,068 55	85,466 72
Telegraphic service generally	703 12	
Total	732,158 47	205,558 75

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DEPARTMENTAL TELEPHONE SERVICE.

Up to date of this report (April 1, 1918) the telephone connections with the central office of the Bell Telephone Company at Ottawa, listed as chargeable to the special appropriation, numbered 1,270, the annual charge for which amounts to \$56,252.40. The connections are distributed amongst the several departments, as hereunder.

Department.	No. of Telephones.		Total.	Cost per Annum.	
	Offices.	Residences.		\$	cts.
Agriculture.....	41	12	53	2,755	00
Auditor General.....	14	2	16	771	00
Canada Food Board P. B. X.....	32		32	1,554	00
Census.....	1		1	80	00
Civil Service Commission.....	5	4	9	427	00
Clerk of Crown in Chancery.....	1	1	2	85	00
Conservation Commission.....	5	1	6	375	00
Customs.....	25	4	29	1,217	00
Dominion Archives.....	2	2	4	195	00
Dominion Police.....	16	5	21	850	00
Exchequer Court.....	2	1	3	145	00
External Affairs.....	12	3	15	698	00
Finance.....	3	6	9	370	00
" P.B.X.....	31		31	1,650	00
Fuel Controller.....	2		2	95	00
House of Commons.....	16	1	17	685	00
Immigration and Colon'n.....	10	3	13	570	00
Indian Affairs.....	13	2	15	591	00
Inland Revenue.....	15	4	19	793	00
Interior.....	116	10	126	5,584	00
Justice.....	39	15	54	2,249	50
Labour.....	5	4	9	445	00
Library of Parliament.....	3	2	5	185	00
Marine.....	20	7	27	1,160	00
Militia and Defence.....	18	15	33	1,622	00
" " P. B. X.....	234		234	9,568	50
Military Hospital Commission.....		1	1	40	00
Military Ser. Council P. B. X.....	12		12	1,107	40
Mines Department.....	22	1	23	1,017	00
" " P. B. X.....	36		36	1,349	00
Mounted Police.....	4	3	7	280	00
Naval Service.....	25	7	32	1,366	00
Northwest Territories.....		1	1	35	00
Patriotic Fund Committee.....	1		1	80	00
Post Office.....	42	9	51	2,092	00
Printing and Stationery.....	20	11	31	1,283	00
" " P.B.X.....	49		49	1,143	00
Privy Council.....	12	4	16	702	00
Public Works.....	68	24	92	4,106	00
Railways and Canals.....	25	13	38	1,717	00
Rideau Hall.....	5	6	11	460	00
" Private Line.....				123	00
" P. B. X.....	18		18	1,146	00
Secretary of State.....	14	5	19	856	00
Senate.....	15	4	19	812	00
Supreme Court.....	2		2	80	00
Trade and Commerce.....	13	4	17	750	00
War Purchasing Commission, Private Branch Exchange.....	9		9	988	00
	1,073	197	1,270	56,252	40

CAPE BRETON LINES.

The various lines have worked satisfactorily and with little interruption throughout the year. There has been no additional mileage and no changes in staff. Amounts for repoling and general repairs were voted as follows:

North River Bridge loop	\$1,400
Marion Bridge-Sydney	
Louisburg-Main-à-Dieu	
Big Bras d'Or-Upper Kempt Head	\$1,600
Leitches Creek-Sydney	
McCormicks-Brook Village	
and Whyecocomagh	\$1,600
Gillieville-South Side	
East Bay	
Eskasoni-Grand Narrows	\$3,400
Grand Narrows-Shenacadie	
Big Bras d'Or-Englishtown	
Louisburg-Gabarus	
Gabarus-Marion Bridge	
Gabarus-Enon	

The work was carried on under the supervision of the general repairers of the respective sections. The revenue shows an increase of \$1,218 over that of last year.

BAY OF FUNDY.

All land lines have been free from interruptions during the year, except a section of the lines at Grand Harbour consisting of six poles which went down during a gale on October 20-31, but the poles were reset without delay, and there has been no further interruptions on this Flagg's Cove-Seal Cove telegraph line throughout the year.

On August 11th, cables number two and one, Whale Cove-Meadow Brook, and Longs Eddy-Herring Cove, developed leaks. The *Tyrian* arrived September 8th and found a bad leak at Dunn's Beach, Campobello, on cable No. 1 in a splice underneath the cable hut. Mr. McDonald also took out a bad leak in cable No. 2 at Whale Cove at high water mark where the armour had been crushed, the core was exposed through a split in the rubber insulation, this cable would work with the telephones, but only for a few minutes using Morse, the reason I believe, was on account of the electrolytic action caused by the fishermen throwing pickle on the beach where the cable runs by a fish-house door, when the telegraph current was put on caused the copper to corrode and throw a short.

All lines worked well up to December 15th, when interruptions occurred on Three Sister Island-Gannet Rock, and Duck Island-Nantucket cables both being broken, the former about three quarter mile from Gannet, and the latter mid-way between the islands. The *Tyrian* completed repairs on Gannet Rock 1st March and Duck Island on 27 March. White Head-Cheneys Island cable reported interrupted on the 21st March, was also repaired at this time.

Cable No. 1 Longs Eddy-Herring Cove was reported heavily grounded on January 21st was restored to working order by Mr. McDonald who found a ground in the cable hut at Herring Cove.

The *Tyrian* left here on March 27th and all cable lines are working good.

The Seal Cove-South Head, and Big Wood Island land lines will need some attention in the way of insulators; and one or two poles which are badly decayed will need to be replaced in the course of the summer.

All lines and cables in this district are working well at the present time.

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MAGDALEN ISLANDS.

The mileage is the same as last year; no new offices have been added except a few private connections:—Dominique Arseneau (agent for the Gordon Pew fisheries) connects at Father Turbide, Mr. Arseneau pays when he uses the line; another box was put at Messrs. Wm. Leslie and Co. who bought Mr. Ballantyne's telephone set. Messrs. Leslie has the connection at my office and Mr. Ballantyne's line formerly connected here is presently unoccupied but demand for the use of this line has been granted Mr. F. W. Leslie who will soon have a connection also to my office. Another private attachment was also made at Mr. Brasset sub-agent for La Banque Nationale.

Meat Cove cable was interrupted October 11, but was repaired by the S.S. *Tyrian* October 27. Again December 7, the Meat Cove cable was interrupted and has remained so. The wireless telegraph is handling the traffic but useless to say that a cable to the mainland principally to Prince Edward Island would be more advantageous.

The Brion island cable has been working well all the year round. It is indeed a great thing for the fishermen to have this telephone connection in good condition, this island being one of our greatest fishing ground.

The Entry island line has been in great working condition except for a month when a gale of wind with thunder and lightning caused trouble which has been impossible to locate yet. The general repairer and linemen are doing everything to clear up the situation and it is expected good communications will soon be established.

Notwithstanding war conditions the traffic is increasing, we have double the business we had when war started that is to say the revenue is twice larger.

There is now a large demand for connections to the mainline, these additional connections must of course add a surplus of work besides every new connection crowds the present system which is already overtaxed and unless a central is established with a bigger staff with better wages given, any further connection of any kind must absolutely be limited if any sort of public satisfaction can be expected.

ANTICOSTI ISLANDS.

No additional mileage since last report; Fox Bay Station still closed during winter months, but in connection by telephone with Heath Point office during the fishing season; from thence, business is transmitted on telegraph line.

Last season, as per agreement with the Department, arrangements were made to build four new camps along the island for the use of repairers, which camps are of the utmost urgency; owing to inability to get suitable boards down here, we were unable to have these camps built. I hope the department will be able to forward, this season, to South Point (being central place where camps have to be erected) the boards, so as to enable us to erect these camps.

Temporary repairs were made to old camps so as to shelter repairers during last winter. However, windows, doors, sashes and frames were made ready and as soon as the boards are landed at South Point, carpenters will be sent down to build these camps.

Stormy weather has again played havoc with our telegraph poles. A few have been washed to sea and a good number fell on the beach. I am pleased to say that our land line has been the whole year round in good working order with the exception of an interruption between Heath Point and South Point stations which lasted from October 23rd to November 13th.

The Gaspe.—South West Point cable, I am glad to say, is working very well ever since repaired by the staff of cable-ship ss. "*Tyrian*" in May, 1913.

The North Shore cable became again interrupted on October 15th, 1913, and is still out of working order. The cable-ship "*Tyrian*" was over last fall, but owing to

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rough weather and lateness in the season, she was compelled to go back without a chance to repair it.

The number of telegraph stations is the same as reported in my last report, viz.: eight in number. All the members of the staff are the same.

NORTH SHORE ST. LAWRENCE LINES.

East of Bersimis.

The line worked continuously, the interruptions being few and of short duration and local character.

No change of importance has been made in the agencies during the year, Miss Mary Chevalier of Bonne Espérance died in January 1917 and was replaced by Miss Bella Chevalier.

The accommodation office at Shelter Bay, 9 miles east of May Islands was temporarily closed on May 10th (1917) and accommodation office at Manitou 3 miles west of Rivière aux Graines has been reopened on October 21st 1917.

A new telephone line was built at Natashquan in the month of September, 1917, to establish communication between the two villages there, a distance of five miles. In October 1917, at Aguanus one mile and a quarter of telephone line was erected on the existing poles, to accommodate the people residing on the west side of the river.

West of Bersimis.

General repairs were carried on throughout this division, the various lines working satisfactorily. No additional mileage and no change in staff. The revenue shows a slight increase over last year.

QUEBEC COUNTY LINES.

The revenue shows an increase of 40 per cent over the previous year. The lines worked satisfactorily and were maintained in good repair.

QUARANTINE LINES.

As in previous years, many of our cables were broken by ice and other causes.

The Crane Island-Montmagny cable raised on November 15, 1916, was relaid on May 11, 1917, and worked well throughout the season.

Under special instructions we proceeded to raise this cable on November 26, 1917, which we were unable to do owing to weather conditions and after much battling with the ice succeeded in reaching the St. François wharf with the bateaux and tug where they remained for the winter. On November 17, the cable was carried away by a gas buoy drifting with the ice.

The Grosse Isle-St. Margaret Island cable broken in December, 1916, was repaired in May, 1917. The Ile aux Réaux-Grosse Isle cable was interrupted on December 22, 1916, and being badly damaged throughout its length we reeled it up and repaired it as well as possible and relaid it on May 19.

The St. François-Ile aux Réaux cable was interrupted on December 22, 1916, was repaired in May, 300 feet of new cable having been added.

One of the Ange Gardien telephone cables was interrupted on January 5, 1917, and repaired in May, 150 feet of new cable being added near Ange Gardien. On November 18, the extension of the telephone line from Orleans Island to Grosse Isle was commenced, two spare cables north and south of Ile aux Réaux and a second wire strung on the Réaux pole line completing the circuit to Grosse Isle where connection was made with the Crane Island cable.

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In July and August, 75 new cedar poles were planted on the Ste. Famille section and east of the St. Jean office to replace those broken by sleet storm in March.

During the month of April, the military line was extended from Maheux Bay to St. Laurent wharf, this line being under the control of the Naval Department.

On June 1st, the Agency at Ste. Famille was transferred to Mr. Joseph Premont from Mr. Nap. Pichette who resigned.

PELEE ISLAND.

1st. Re-Cable: When repairing in June 1917, we found the cable damaged, but not parted, by ice shoves about six to eight miles off the mainland shore, where the water is about fifty feet deep. After being repaired it worked well until damaged by vessels on October 24, repair of such damage being completed November 12; it again worked all right until December 9, when it ceased working during a terrific storm when some vessels are supposed to have caught it in their anchors and broken it. By instructions from the Department, I am preparing to repair it as soon as ice and weather permit.

2nd. Re-Point Pelee branch: The Mersea Municipal Telephone system had this branch connected with their system through the Bell Telephone Coy's wires at Leamington during the month of December 1917.

NORTH WEST LINES, SASKATCHEWAN.

There has been a noticeable improvement over previous years in the proper maintenance of the lines, partly due to the keen interest shown by all agents and most of the linemen, as well as to the C.P.R. Dynamo at Saskatoon, which proved most beneficial in attaining this gratifying result.

A few interruptions occurred on the Saskatoon loop, but less frequently and of shorter duration than formerly.

On the Moose Jaw-Wood Mountain line, interruptions were frequent during the month of March, business has been very satisfactory on the whole, especially in view of existing conditions.

Shifting line to roadway.—The sum of \$5,000 was appropriated for the purpose of shifting the line to road allowances, of which \$2,662.88 was expended in removing about 15 miles in the vicinity of Eagle Creek. This work had to be done in the latter part of November when the snow was on the ground, and this accounts for the expenditure being somewhat higher than it otherwise would have been.

Repairs and improvements.—Considerable repairs and improvements to buildings have been made at several points, and out of an appropriation of \$2,400 for the purpose, \$1,981 was spent as follows:—

Green Lake \$100; Onion Lake \$300; Glaslyn \$349.22; Willow Bunch \$87.55, and Battleford \$1,147. Of this latter amount, \$797 was used for the construction of an office for the District Superintendent, and the balance in painting the whole of the buildings on the premises.

Wood Mountain line—re-poling.—An appropriation of \$5,000 was made for the purpose of re-poling the Wood Mountain—Willow Bunch line, of which \$4,681.65 was expended. This amount was only sufficient to purchase the poles and to have same hauled to the ground. A further sum will be required to complete the work.

Battleford—Isle-la-Crosse completion.—The sum of \$811.71 was expended out of an appropriation of \$1,600 to complete the line into the village.

All the high poles were erected and everything else put in readiness; there remains now only the stringing of the wire across the rivers. Owing to the wire, insulators and brackets reaching destination too late to catch the last freighters for the North, it was found necessary to postpone the final work until the rivers open up.

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Saskatoon loop.—The construction of the Saskatoon loop was found to be impracticable on account of the lateness of the season when the money for this purpose became available.

ALBERTA.

No additional mileage.

The usual general repairs were performed and the various lines gave efficient service.

BRITISH COLUMBIA.

Mainland.

Business has been very satisfactory, although not showing quite as large an increase as last year. There were 83,013 messages sent and 80,568 messages received, with total revenue \$30,270.53. This is gratifying, considering that during the year we have closed up twelve telephone offices between Enderby and Vernon and Vernon and Penticton in the Okanagan valley, as per agreement with the Okanagan Telephone Company in April 1917.

Thirty-one miles of new lines were built during the year. There still remains fourteen miles of poles to be set on the Arrow lakes, the poles having been purchased and delivered during the year 1917-18. On account of the appropriation not being available until October, the whole of this work could not be carried out, as the winter weather in that section sets in early and the work had to close down in December.

There is fourteen miles of wire yet to be strung in on the Waneta-Pend D'Oreille line, the wire not being available last fall. This work will be completed just as soon as the wire arrives, and the balance of the appropriation is available.

Thirty-three miles of line was repoled, fifty-two miles of pole line reset.

KAMLOOPS TO KAMLOOPS SECTION. 164 MILES.

(Via Nicola—Penticton and Vernon.)

The line from Kamloops to Merritt, 61 miles, is in good shape and has caused very little trouble during the year, as it was all reset in 1916-17, and well guyed. At Merritt and Nicola exchange, repairs and improvements were made to meet the services at these points. The section from Merritt to Princeton seventy-six miles was to have been rebuilt right through, but on account of the lateness of the season before the appropriations were available it was only repoled from Princeton to Otter Valley nineteen miles. The balance of this section will be required to be rebuilt this year as the pole line is in very bad shape. The old poles having been reset twice already and only were twenty five feet in the first place, are now too short to use again. At Princeton, on the local exchange several improvements and extensions were made to meet the demand for local service. At Copper Mountain, fourteen miles south of Princeton, a local exchange was established during the year with seventeen subscribers and one pair extra wires strung between Copper Mt. and Princeton for local use. Business has been very satisfactory at both Princeton and Copper Mountain.

The section between Princeton and Penticton is in splendid shape, having been rebuilt in 1916-17.

At Keremeos an extension was built during the year to Similkameen, ten miles, and local improvements and extension on the Keremeos local exchange.

The section from Vernon to Kelowna has been thoroughly overhauled, during the year, all poles that were out were reset and new poles supplied where necessary. The spur, three miles to Okanagan Landing and the spur two miles to Okanagan Centre, and the branch line three miles to Okanagan Mission were taken down and the poles

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used in the rebuilding of the main line. The commission offices at these three points were closed as the Okanagan Telephone Company are now able to give them all the service required and connection is now made at Vernon to these points from the Government system.

KAMLOOPS—MOUNT OLIE SECTION.

(North Thompson—86 miles.)

Business has been very good from the offices on this section. In the month of September, a severe storm struck a portion of the line near Louis Creek and took down three miles of pole line. Repairs were promptly made and outside of this trouble only the ordinary repairs were necessary. Next year the upper portion of this line between the Barriere and Chu Chua will require overhauling and poles reset.

JEFFLY CREEK—UPPER LOUIS CREEK SECTION—37 MILES.

During the year, the line was extended to Sullivan Valley (a spur six miles) and also to Dominion Forestry Cabin. Several more offices were opened during the year. The only trouble we had over this section was by windfalls, the line running through timber for a considerable distance.

KAMLOOPS TO SAVONA SECTION—28 MILES.

As this section runs through open country most of the way very little trouble has been experienced during the year, and the line has been working very satisfactorily. Connection is made at Cornwalls with the Dominion Forestry Branch line to Green Mountain.

KAMLOOPS—GOOSE LAKE SECTION—14 MILES.

Important connection is made at Goose Lake office with the Dominion Forestry Branch line to Fish Lake at which point we have opened an office. This line is in very good shape as it was only built in 1916. The settlers south of Goose Lake are very anxious to have the line extended to Long Lake District. An appropriation has been asked for to have the work carried out this year if possible.

KAMLOOPS—ROSE HILL SECTION—14 MILES.

All the poles on this line were reset this past year, the line well guyed, and put in good shape.

KAMLOOPS—REVELSTOKE SECTION—218 MILES (via Chase, Salmon Arm and Sicamous).

This section is one of the most difficult to keep up that we have on our system. After it leaves Chase it follows a trail on the northside of Shuswap Lake to Celista, then crosses the lake by submarine cable to Sorrento. After the line leaves Enderby there is very little of this section that there is a waggon road to follow. There has been quite a number of snow-slides to contend with between Taft and Revelstoke, but in face of these difficulties there has not been very many bad interruptions and what there were, were of short duration. To enable us to give a first class service between Kamloops and Revelstoke it will be necessary to extend the metallic circuit from Malakwa to Sicamous to overcome the heavy telegraph induction we get on our single grounded line from the C.P. Telegraph circuits. We were able last year to metallic

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it from Revelstoke to Malakwa, which made a great improvement, and we hope we will be able to extend it through to Sicamous this year. Last fall, the section along the east side of Mara Lake was poled with thirty foot cedar poles and the wire was transferred from the trees, where it was placed when the line was built through in 1915, as, at that time, there was no road but it has since been built.

WHITEMANS CREEK SECTION—30 MILES.

This branch line which is situated on the west side of the Okanagan Lake is connected to the main system at Kelowna. This line has proven to be a great convenience to the fruit growers and shippers on that side of the lake, as they have to depend entirely on boat service for their mail.

PENTICTON—MIDWAY SECTION—93 MILES—(via Osoyoos).

This section of the line runs south from Penticton to Osoyoos at the boundary line, where connection is made with the P.T. & T. lines throughout the State of Washington. At Midway we connect to the B.C. Telephone Co.'s lines through to the Kootenay. There has been a marked improvement in business from the offices on this line during the year.

MERRITT—MAMETTE LAKE SECTION—37 MILES.

This extension which includes Canford Spur was built through from Merritt as far as Steffens ranch in 1916-17. The construction was completed to Mamette Lake P.O. this past year. Three more offices were opened. This line serves a very important district and brings the settlers in direct touch with Merritt and other important points on our system.

NELSON—TRAIL SECTION—61 MILES.

This line is a very important branch south of Nelson running through a timber and mining district, as far as Trail and serves a very useful purpose linking up the several intermediate offices with the B.C. Telephone Co. system at these two points. Very satisfactory business was received during the year. An extension from Waneta, 14 miles, east up the Pend D'Oreille Valley was constructed last fall, but as the wire has not yet arrived, no new offices have yet been opened. As soon as completed there will be five additional offices, therefore, a considerable increase in revenue expected.

PROCTOR—CRESTON—YALIK SECTION—90 MILES.

During the year, this line was completed right through to Yalik where connection is made with the Kootenay Telephone Co. linking up the Nelson and the Cranbrook districts. Five new offices were opened. The whole line right through from Proctor to Yalik is in good shape and a very fair revenue received, considering the sparsely settled district along the Kootenay Lake between Proctor and Creston.

THE ARROW LAKES SECTION—85 MILES.

The line extends along the Arrow Lakes from Nakusp to Edgewood built in 1913 and from Castlegar to Deer Park built in 1916-17. The line was also completed through from Deer Park to Renata last June and offices opened at these points.

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Last fall, construction work was commenced on the intervening link between Edgewood and Renata twenty-nine miles, but only fifteen miles of pole line was completed, as the work could not be undertaken until late in October, the appropriation not being available. The balance of the line will be completed this year and will link up two important sections of our system and will give Nakusp and all intermediate offices connection direct through to Nelson and district. The telephone is a very important utility in a district such as the Arrow Lake, where they have to depend on steam boat service, and where the lakes often freeze up for several weeks during the winter months, but for the telephone service the people would be isolated entirely.

GOLDEN-WINDERMERE.

New telephone and telegraph rates were established last June throughout the districts which have been adopted by the Department. The telephone rates are based on air line mileage and a minimum of a three minute conversation with a minimum of 20 cents call, and 5 cents each extra minute for a distance up to twenty-four miles; for twenty-five miles 25 cents, and for every seven miles over twenty-five miles add 5 cents up to fifty miles; over fifty miles add 5 cents for every ten miles. This makes a very fair rate and is the same rate as adopted by the Okanagan Telephone Co., so that there is not a confliction of rates between the two companies between which there is considerable transfer of business.

VANCOUVER ISLAND.

The revenue shows an increase of 30 per cent over the previous year. No additional lines were constructed.

YUKON.

The work on this system was confined to the usual overhauling by the general repairers. No additional mileage.

Cable Ship "Tyrian," Operations 1917-18.

On April 1, 1917, had 5.50 knots deep-sea second-hand, and 7.50 knots new deep-sea cable on hand. Laid as follows during season in knots: April 2, Whitehead Island, 0.05; April 9, Herring Bay, 0.28; April 16, Duck Island, Nantucket, 1.11; August 18, Port Hood, 0.17; August 30, Harrington, 2.89; September 13, Whale Cove-Meadowbrook, 0.10; October 27, Meat Cove-Old Harry, 0.06; November 13, Long Point, 1.21; February 28, 1918, Gannet Rock, 0.20; March 16, Eastport-Owens Head, 0.46; March 21, Johnston's Cove-Deer Island, 0.58; March 30, Seal Island, 0.04; March 31, Coffin Island, 0.41. Cable on hand, 5.34.

Shore End Cable.—April 1, on hand, 1.38; October 27, laid Meat Cove S.E., 0.05; March 16, picked up Eastport-Owens Head, 0.13; March 27, laid Lube channel, 0.13. April 1, cable on hand, 1.33. Four-core cable on hand, 1.19. Two-core cable on hand, 1.50.

COLLECTION OF REVENUE.

By E. T. SMITH, COLLECTOR OF PUBLIC WORKS REVENUE.

For the fiscal year ended March 31, 1918, the large deficit in public works revenues dealt with by this office calls for an explanation. The revenue accrued from slides and booms was \$40,122.87 less than for the previous year. In the year 1916-17, the revenue was \$80,150.45 from the St. Maurice works. On the 18th February, 1917, these works were leased to the St. Maurice River Boom and Driving Association of Three Rivers for \$1 per annum. They were to operate and maintain the works, collect the tolls established by Order in Council, and pay over to the Government any surplus of revenue over the expenditures mentioned. At the close of their financial year, their accounts showed that there was due the Government \$30,910.33 for the year 1917-18, leaving, apparently, \$49,240.12 of a deficit, but it must be borne in mind that the \$30,910.33 was net revenue after expense of maintenance, etc., had been paid, while in former years we only showed gross collections, and no deduction for cost of operation. The company, however, contests our claim for this \$30,910.33 on the ground that they have constructed certain works for which they should be allowed \$20,073.25. It is a condition of the lease that any extensions or improvements made by the company were first to receive the approval of the Honourable the Minister of Public Works, and the cause of the dispute lies in this condition because the works for which they claim to be allowed credit to the above amount of \$20,073.25, were constructed by the company, although notified that the cost of the same should not be deducted from the tolls they were to collect. It may be only proper to state here that in 1916-17 we had a surplus of \$28,189.26 and in the previous year also a surplus of \$49,812.10, and the larger surplus of 1917-18 was principally due to the small amount required for repairs owing to the good condition of the works.

On the whole, excepting in the St. Maurice district, where the bulk of the wood is used for pulp and paper, it is not surprising that revenue from slides and booms should be smaller than it really has been for the last two years when we consider how difficult it was to obtain man labour for production in the woods and driving the streams. Private boom companies have been obliged to increase their rates very greatly in order to make ends meet. We are, unfortunately, not in the same position as our rates of tolls are fixed, and as it has not been the practice to display in this report the actual cost of operation as well as of revenue where works have in previous years yielded large profits, these would not be taken into account when considering the losses consequent upon war conditions which have prevailed during the past four years. Many large concerns have gone entirely out of business for the time being because they could not get satisfactory labour even at the high rates of wages and the high cost of subsistence which have prevailed during that period.

In the matter of rents and sales accrued during the year, there was a deficit of \$61,858.92, but the collections showed an increase of \$44,176.97. This increase was due to considerable large sums received in final settlement for properties expropriated in Ottawa. The decrease in the amount accrued is principally due to the properties which formerly yielded considerable revenue having been taken over for Government use, and partially to the fact that in the previous year there was quite a large sum which came to account in the final settlement for many of these expropriated properties.

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The following is a brief summary of the revenue dealt with by this office:—

During the year 1917-18, the revenue accrued from public works shows a decrease of \$103,416.01, being \$188,900.10, while in the preceding year it was \$292,316.11. The collections also show a decrease of \$67,912.39, being \$188,877.18, while in 1916-17 they amounted to \$256,789.57.

The revenue accrued from slides and booms was \$57,073.14, or \$40,122.87 less than for the year ended March 31, 1917. The collections were \$26,187.92, or \$70,954.24 less than for the previous year. The outstanding uncollected revenue from slides and booms is \$30,885.22 greater than in 1916-17.

The graving docks yielded \$56,484.16, or \$1,565.78 more than in 1916-17.

Sales and rents collected amounted to \$106,205.10, being \$11,476.97 more than in the preceding year.

I now submit the particulars in detail, relative to the several services under their respective heads.

SLIDES AND BOOMS.

OTTAWA DISTRICT.

The tolls charged up amounted to \$25,877.65, or \$9,826.68 more than in 1916-17. The number of sawlogs that passed through the works was 3,575,739, or 1,059,364 pieces more than the previous year. Of square timber there was none.

All the revenue accrued during the year was collected. Of the dues accrued since July 1, 1889, when this department took over the collection, there remains uncollected \$9,161.61. Of the dues accrued before July, 1889, there still remains \$56,805.65, all of which should be written off.

The accounts for the Ottawa district stand thus:—

Dues accrued during the year to March 31, 1918.. . . .	\$25,877 65
Outstanding, March 31, 1917.. . . .	9,200 46
	<hr/>
	\$35,078 11
Collected.. . . .	25,916 50
	<hr/>
Balance outstanding, March 31, 1918.. . . .	\$9,161 61
Being composed of—	
Dues of 1889-90.. . . .	\$6,903 05
" 1890-91.. . . .	28 42
" 1892-93.. . . .	379 80
" 1896-97.. . . .	196 71
" 1903-04.. . . .	637 37
" 1911-12.. . . .	723 63
" 1912-13.. . . .	251 15
" 1913-14.. . . .	25 31
" 1914-15.. . . .	16 17
	<hr/>
	\$9,161 61

Balance of dues outstanding prior to July 1, 1889, when this department took over the collection was \$56,805.65.

Herewith are statements in detail.

No. 1.—Statement of the number of pieces of square timber, sawlogs, etc., which passed through the Ottawa works during the year ended March 31, 1918.

No. 2.—Statement of dues accrued from each of the slides and works of the Ottawa district during the year ended March 31, 1918.

Apart from the two accounts amounting to \$1,044.68, all the revenue from the Ottawa slides and booms, since I took charge in 1889, has been collected, excepting such as should have been written off long ago, or a few items in dispute which I expect will have to be forgiven.

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The number of sawlogs which passed through the works during the past year was 1,059,364 more than during the previous season, and there were 8,862.32 cords of pulpwood less than in 1916-17.

ST. MAURICE DISTRICT.

The revenue accrued from this district was \$30,910.33, being \$49,240.12 less than in 1916-17. The apparent discrepancy between the decrease in revenue and the large quantity of logs passed through the works is explained at the beginning of this report. With the exception of an item of \$3,709.62 dues of 1909-10, disputed, all the dues accrued in this district since I took it in 1892 have been collected until this year when the above \$30,910.33 is also disputed.

The amount outstanding prior to July 1, 1892, remains unchanged, viz., \$14,481.49, and should be written off.

The number of pieces of all kinds of timber that passed through the works was equivalent to 10,658,533 pulp and sawlogs, or 186,542 pieces less than the previous year.

NEWCASTLE DISTRICT.

The dues accrued from this district amounted to \$8.74, being \$189.35 less than the previous year, which has been collected at this date.

The totals outstanding on March 31, 1918, amounted to \$3,565.63, of which \$3,521.19 should be written off in accordance with a judgment of the Exchequer Court. \$35.70 will also have to be forgiven, the debtor being hopelessly insolvent at the time of his decease.

SAGUENAY DISTRICT.

The dues accrued during the year ended March 31, last, amounted to \$276.42, all paid but \$20, being \$220.08 less than in 1916-17.

GRAVING DOCKS.

ESQUIMAULT GRAVING DOCK.

The revenue from this service was \$15,511.65, being \$1,930.43 less than the previous year (*see* statement No. 3). Of the 109 days the dock was occupied during the year, it was used for 27 days by H. M. and C. G. vessels.

The total number of vessels docked was 19, of 52,550 tons.

LEVIS GRAVING DOCK.

The revenue was \$3,013.04 more than for the year 1916-17, being \$29,228.15 (*see* statement No. 1). During the season of navigation, the dock was occupied for 180 days by 20 vessels of 41,665 tons.

During the winter of 1917-18, it was occupied by ss. *John S. Thom* and *Dredge Fruhling*.

KINGSTON GRAVING DOCK.

On May 1, 1910, the Kingston Shipbuilding Co. took possession of this dock under lease, the rental of which, \$10,000 per annum, was payable at the end of each year. One of the conditions of the lease was that they should erect and keep in running order a repair plant, but this business, they claim, did not come up to expectations. On the contrary, it resulted in serious losses, and rent was reduced to \$5,000 per annum from the 1st May, 1917.

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SELKIRK REPAIR PLANT.

During the last fiscal year, the revenue was \$1,714.36, being \$533.17 more than the previous year. The slip was occupied for 67½ days of the season of navigation by 49 vessels of 4,750 tons (*see* statement No. 5).

RENTS.

During the year 1917-18 the revenue accrued from Government properties has been, from rents, sales and interest, \$75,342.80, or \$64,858.92 less than the previous year.

The account stands thus:—

Balances from previous years.....	\$ 69,159 20
Accrued, year ended March 31, 1918.....	75,342 80
Making.....	<hr/> \$144,502 00
Collected.....	\$106,205 10
Balance, March 31, 1918.....	18,954 89
Written off.....	19,342 01
	<hr/> \$144,502 00

The amount written off, namely, \$19,342.01, is composed of commission on collection, cost of maintenance, allowed in lieu of repairs, or cancelled on account of poverty, as well as a number of items which have been on the books for years, some of them dating back to 1880, the parties owing the same have disappeared through death and otherwise and leaving no tangible assets.

The amount apparently uncollected, \$18,954.89, seems to be large, but \$10,600.62 of this is composed of two old items, one for Dunnville Bridge, Ont., and the other the Dundas and Waterloo road, which business came to this department from the Inland Revenue Department in 1909. These items will be carefully looked into and possibly before the end of the current year some decision may be arrived at in regard to them. As for the balance, \$8,354.27, much of this has been paid or settled since the close of the last financial year.

In the administration of these properties there are serious obstacles to obtaining as favourable results, rentals, etc., as compared with the same property in the hands of private individuals. The latter can make terms, periods of leases, etc., as they see fit, but we cannot give any assurance in most cases for more than a thirty-day-term, as we do not know when some of these properties may be required for Government purposes. Hence, we cannot expect to obtain as good rentals as parties who can give a lease for one or more years, and I may say here that this condition makes it difficult for our agents to retain the tenants we may have. The four agents who look after the Wellington street property have done their work well, and I do not anticipate much loss of rent, except perhaps from unavoidable misfortune to some of our tenants.

The following is a summary of rents collected from public properties during the year ended March 31, 1918, viz.:—

Hydraulic and other rents.....	\$ 3,554 50
Ottawa, Sussex street.....	2,161 00
" Egan Block.....	199 92
" Wellington street, north.....	72,578 13
Toronto Post Office site.....	7,186 83
Province of Manitoba.....	441 00
Victoria and Vancouver, B.C.....	1,537 50
Public Building sites.....	5,647 63
Sundry places.....	2,021 09
Sales and interest.....	2,382 50
Sand dredging.....	8,495 00
	<hr/> \$106,205 10

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COMPARATIVE Table of Public Works Revenue accrued during the year ended March 31, 1918, compared with that of the Fiscal Year ended March 31, 1917, and amounts collected on account of same.

	Year ended March 31, 1918	Year ended March 31, 1917.	Increase, 1918.	Decrease, 1918.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Slides and Booms—				
Ottawa district	25,877 65	16,050 97	9,826 68	.....
St. Maurice district	30,910 33	80,150 45	.....	49,240 12
Newcastle district	8 74	498 09	.....	489 35
Saguenay district	276 42	496 50	.....	220 08
Net decrease, \$40,122 87	57,073 14	97,196 01	9,826 68	49,949 55
Graving Docks—				
Esquimaux, B. C.	15,541 65	17,472 08	.....	1,930 43
Kingston, Ont.	10,000 00	10,000 00	.....	.....
Levis, P. Q.	26,228 15	26,215 11	3,013 04	.....
Saskirk repair ship, Man.	1,714 36	1,181 19	533 17	.....
Halleybury ship, Ont. ....	.....	50 00	.....	50 00
Net increase, \$1,565 78	56,484 16	54,918 38	3,546 21	1,980 43
Rents and Sales—				
Hydraulic rents	3,487 00	3,487 00	.....	.....
Minor public works	26 00	26 00	.....	.....
Other public properties	71,829 80	136,688 72	.....	64,858 92
Net decrease, \$64,858 92	75,342 80	140,201 72	.....	64,858 92
Accrued—				
Slide and boom dues	57,073 14	97,196 01	.....	40,122 87
Graving docks	56,484 16	54,918 38	1,565 78	.....
Rents and sales	75,342 80	140,201 72	.....	64,858 92
Net decrease, \$103,416 01	188,900 10	292,316 11	1,565 78	104,981 79
Collected—				
Slide and boom dues	26,187 92	97,142 16	.....	70,954 24
Graving docks	56,484 16	64,918 38	.....	8,434 22
Rents and sales	106,205 10	94,729 03	11,476 07	.....
Net decrease, \$67,912 39	188,877 18	256,789 57	11,476 07	79,388 46

No. 1.—STATEMENT of the number of pieces of square timber, saw-logs, etc., that passed through the Government slides and works on the Ottawa river and its tributaries during the fiscal year ended March 31, 1918.

	Pieces.
Square timber	None.
Saw-logs	3,575,739
Boom and dimension timber	20,952
Railway ties	30,966
Fence posts	11,142
Telephone poles	2,018
	<hr/> 3,640,757

Also 26,162 1 cords pulpwood.

The revenue accrued on the above was \$25,877.65.

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No. 2.—STATEMENT showing the dues accrued on the undermentioned works on the Ottawa river and its tributaries during the fiscal year ended March 31, 1918.

Main Ottawa.....	\$ 1,806 93
Cheneaux boom.....	2,877 81
River Petewawa.....	3,863 36
Coulange.....	3,678 38
Dumoine.....	252 32
Black river.....	6,722 18
Gatineau.....	6,676 67
	<hr/>
	\$25,877 65

THE DRY DOCK AT ESQUIMALT, B.C.

No. 3.—STATEMENT of Dues and other charges collected during the year ended March 31, 1918.

Name of Vessel Docked.	Tonnage.	Period of Dockage.		Dockage Charges.	Other Charges	Total.
		From	To			
		1917.	1917.			
D. G. S. "Lilloet".....	574	April 2...	April 4...	300 00	4 80	304 80
SS. "Don Emilio".....	3651	" 10...	" 13...	565 10	12 00	577 10
SS. "Princess Charlotte".....	3844	" 20...	" 22...	392 20		392 20
SS. "Prince Rupert".....	3379	" 23...	June 13...	5,626 00	224 80	5,850 80
D.G.S. "Malaspina".....	392	July 16...	July 20...	450 00	9 00	459 00
SS. "El Lobo".....	4800	Aug. 15...	Aug. 23...	1,216 00	38 20	1,254 20
D.G.S. "Galiano".....	393	" 27...	Sept. 1...	550 00	19 20	569 20
H.M.C.S. "Rainbow".....	1911	Sept. 17...	" 21...	486 65	5 40	492 05
SS. "Princess Charlotte".....	3844	" 25...	" 27...	392 20	12 60	404 80
SS. "Niels Nielson".....	5729	Oct. 12...	Oct. 25...	2,025 00	119 40	2,144 40
SS. "Princess Charlotte".....	3844	Nov. 10...	Nov. 10...	200 00		200 00
SS. "Princess Charlotte".....	3844	" 25...	" 26...	200 00	25 20	225 20
SS. "Buyo Maru".....	2898	Dec. 21...	Dec. 22...	345 00	1 20	346 20
SS. "Adelaide".....	3060	Jan. 10...	Jan. 11...	200 00	6 00	206 00
C.G.S. "Malaspina".....	392	" 17...	" 22...	500 00	3 00	503 00
SS. "Charnier".....	1044	" 29...	" 29...	200 00		200 00
D.G.S. "Galiano".....	393	Feb. 7...	Feb. 13...	550 00	13 20	563 20
SS. "Princess Charlotte".....	3844	March 4...	March 6...	392 20	13 20	405 40
SS. "Arabien".....	4714	" 9...	" 11...	435 70	8 40	444 10
	52,550	15,026 05	515 60	15,541 65

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THE DRY DOCK AT LEVIS, P.Q.

No. 4.—STATEMENT of Dues and other charges collected during the year ended March 31, 1918.

Name of Vessel Docked.	Tonnage.	Period of Dockage.		Dockage Charges.	Other Charges.	Total.
		From	To			
		1917		\$ cts.	\$ cts.	\$ cts.
SS. "Carib"	2,118	May 15	May 28	1,231 24	7 25	1,238 49
Tug "Bartlett"	328	April 25	May 12	1,050 00		1,050 00
SS. "McVettie"	2,046		Winter.	823 00		823 00
Dredge "Fruhling"				200 00		200 00
Yacht "Concehette"			Win ter.	200 00		200 00
Dredge "Galviston"			Win ter.	800 00		800 00
Dredge No. 2, Grain Boat	1,474	April 25	May 12	50 00		50 00
SS. "Cartier"	556	April 25	May 12	1,100 00		1,100 00
SS. "Lady Grey"	733	May 15	May 28	650 00	2 50	652 50
SS. Schmilkill	2,410	July 20	Aug. 17	2,277 20	41 40	2,318 60
SS. "Royal Transport"	4,652	June 21	July 24	4,405 12	12 50	4,417 62
SS. African Transport	4,482	June 15	June 21	896 40	69 50	965 90
SS. Sasquehanna	2,782	Aug. 19	Aug. 27	1,138 48	16 50	1,154 98
SS. "Kilbergen"			Entry fee.	200 00		200 00
Dredge "Ottawa"			Sund ries.		29 56	29 56
SS. Lucerne	3,217	Aug. 28	Sept. 27	3,388 44	36 50	3,424 94
SS. "John S. Thom"			Entry fee.	200 00		200 00
SSs. "Levis" and "Lauzon"			Entry fee.	400 00		400 00
SSr. "Polaris"	533	Sept. 29	Oct. 23	250 00		250 00
SSr. "Sincor"	913	Sept. 29	Oct. 23	1,300 00	9 00	1,309 00
SS. Mahoning	2,189	Oct. 27	Nov. 7	1,150 24	61 00	1,214 24
SS. "Edmonton"	1,985	Nov. 3	Nov. 9	1,242 35	52 25	1,294 60
SS. "Saranac"	2,669	Nov. 4	Nov. 21	1,433 80	21 00	1,454 80
SS. "Drum"	503	Oct. 27	Nov. 7	700 00	16 00	716 00
SS. "Seneca"	2,669	Nov. 23	Dec. 5	1,433 80	10 50	1,444 30
SS. "Champlain"	522	Nov. 23	Dec. 5	750 00		750 00
SS. "Northern Light"	2,476	Dec. 5	Dec. 6	499 52	213 00	712 52
SS. "German"	2,348	Dec. 12	Dec. 16	496 96	128 25	625 21
Dredge "Fruhling"			Entry fee.	200 00		200 00
Dredge "Ottawa"			Sundries.		31 89	31 89
	41,665			28,466 55	761 60	29,228 15

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THE REPAIR SLIP AT SELKIRK, MAN.

No. 5.—STATEMENT of Dues and other charges collected during the year ended
March 31, 1918.

Name of Vessel Docked.	Tonnage.	Period of Dockage.		Dockage- Charges.	Other Charges.	Total.
		From	To			
		1917.	1917	\$ cts.	\$ cts.	\$ cts.
Str. "Amisk".....	32	May 10.	May 11.	25 00		25 00
Str. "Grand Rapids".....	438	May 1.	May 14.	118 26		118 26
Str. "Rocket".....	56	May 19.	May 21.	25 00		25 00
Str. "Goldfield".....	56	May 21.	May 23.	25 00		25 00
Str. "Laura".....	30	May 21.	May 23.	25 00		25 00
Str. "Majestic".....	127	May 23.	May 31.	78 74		78 74
Str. "Launa".....	30	June 1.	June 2.	25 00		25 00
Bge. "Saskatchewan".....	219	June 1.	June 4.	59 13		59 13
Str. "Lady of the Lake".....	201	June 5.	June 16.	166 83		166 83
Launch "Victoria".....		June 19.	June 21.	35 00		35 00
Str. "Wolverine".....	278	June 29.	June 30.	55 60		55 60
Dredge 205.....	248	May 3.	May 4.	49 60		49 60
Two Mud Scows.....	160	May 3.	May 4.	32 00		32 00
Mud Scow for D. 201.....	60	May 7.	May 8.	25 00		25 00
Str. "Friday".....	26	May 5.	May 7.	25 00		25 00
Tug "Peguis".....	26	May 8.	May 9.	25 00		25 00
Mud scow D. 202.....	60	May 9.	May 10.	25 00		25 00
Str. "Grand Rapids".....	438	July 9.	July 9.	87 60		87 60
Str. "Lady of the Lake".....	201	July 12.	July 12.	40 20		40 20
Str. "Friday".....	26	June 28.	June 29.	35 00		35 00
Bge. Alexandra.....		Aug. 4.	Aug. 6.	25 00		25 00
Str. "Daisy".....	58	Aug. 7.	Aug. 8.	25 00		25 00
Str. "Tempest".....	75	Aug. 7.	Aug. 8.	25 00		25 00
Str. "Goldfield".....	56	Aug. 9.	Aug. 11.	40 00		40 00
Str. "Lady of the Lake".....	201	Aug. 27.	Aug. 27.	40 20		40 20
Tug "Vaughan".....	134	Aug. 29.	Aug. 29.	26 80		26 80
Mud scow D. 204.....	80	Aug. 30.	Aug. 30.	25 00		25 00
Bge. Fort Alexander.....	316	Sept. 10.	Sept. 11.	63 20		63 20
Str. "Cygnet".....	18	S. pt. 18.	Sept. 22.	55 00		55 00
Str. "J. R. Spears".....	34	Sept. 22.	Sept. 21.	25 00		25 00
Str. "Garry".....	120	Sept. 29.	Sept. 29.	25 00		25 00
Dredge 204.....	132	Sept. 25.	Sept. 29.	56 49		56 49
Str. "Phyllis Williams".....	164	Oct. 12.	Oct. 17.	62 80		62 80
Barge "Marvel".....		Nov. 1.	Nov. 2.	25 00		25 00
Str. "Wolverine".....	278	Nov. 5.	Nov. 6.	55 60		55 60
Mud scow D. 205.....	80	Oct. 4.	Oct. 5.	25 00		25 00
Mud scow D. 205.....	80	Oct. 5.	Oct. 10.	55 00		55 00
Mud scow D. 202.....	80	Oct. 20.	Oct. 20.	25 00		25 00
P. W. D. coal barge.....		Oct. 25.	Oct. 26.	25 00		25 00
Dredge No. 201.....	132	Nov. 7.	Nov. 7.	26 40		26 40
	4750			1,714 36		1,714 26

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Inverness post office		383 74	556 16	234 90	384 30	45 00	1,604 10
Kentville experimental farm	646 97				425 43		1,072 40
" " post office, etc.		56 18	572 26	800 61	174 33	50 00	1,653 38
Liverpool post office, etc.		56 30	516 11	372 00	193 04	18 00	1,155 45
Lunenburg post office		56 00	667 91	406 22	617 56	59 00	1,806 69
Napan Experimental farm	3,334 99			35 00	251 87		4,221 86
New Glasgow post office, etc.				470 90	622 95	100 00	1,890 12
North Sydney immigration building		117 69	578 58		13 82		166 58
" " post office		27 76		125 00	685 58		2,163 03
" D. P. W. (Dist. Engrn. Office)		330 19	561 56	435 70	1 00	9 00	465 25
Parrashow, post office			150 00				2,625 10
Pictou custom house, etc.		675 95	465 25		308 24	52 00	1,485 79
Pictou post office		644 71	32 50	300 00	16 21	75 00	1,186 06
Sherburne post office, etc.		323 45	303 65	331 25	152 68		1,484 54
Springhill post office, etc.		117 30	602 11	157 00	308 13		1,357 97
Stellarton post office, etc.		123 25	579 22	378 50	217 00	30 00	6,344 05
Sydney "Post" building (Marine and Fisheries),	5,073 16	995 89	275 00				540 00
Sydney post office, etc.		757 94	540 00		691 56		2,732 03
Sydney Mines post office, etc.		1,519 87			438 41	30 00	2,851 50
Trenton post office		331 23	616 13				997 36
Truro post office		746 61		690 00	196 77	32 00	2,490 01
Truro public building (new).	230 80		524 63				230 80
Westville post office		521 73	536 18	322 30	201 02	21 00	1,008 23
Weymouth post office			100 00				100 00
Windsor post office, etc.		144 20	588 87	424 48	356 62	50 00	1,564 12
Wolfville post office		573 06	653 79	262 55			2,019 64
Yarmouth post office, etc.		500 81	614 17	623 05	633 74	72 00	2,553 80
Minor offices throughout the province	400 00	1,367 82					1,767 82
Total, Nova Scotia	12,662 48	25,827 98	14,336 16	33,645 75	22,018 01	2,554 32	120,178 84
<i>Prince Edward Island.</i>							
Charlottetown experimental farm	281 86			427 61	102 65		812 12
" " " " " Block" (husp. of dredges).		11 93	65 63		3 15		80 71
" " custom house, etc.		428 82	70 00	857 63	226 63	34 00	2,537 90
" " Canada food board			27 50				27 50
" " immigration office			174 96				176 21
" " post office, etc.		982 27		1,678 97	1 25	225 00	10,885 07
" " Public Works office (clerk of works res.)	3,471 45		2,774 51		1,752 87		24 00
Georgetown post office, etc.			24 00	580 78	29 50		872 85
Montague post office, etc.		133 21		14 00	93 28		535 51
Souris post office, etc.		130 52		501 70	147 00		1,328 00
Summerside post office, etc.		158 77		731 45	592 86	45 00	2,182 87
Tignish post office		960 20	1 00	651 29	127 86	8 75	2,575 10
Minor offices throughout the province		155 80	5 50	722 28			161 30
Total, Prince-Edward Island	3,753 31	3,122 79	368 59	6,083 41	5,480 74	312 71	22,198 64

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Woodstock post office, etc., throughout the province.									
Minor offices throughout the province.									
Total, New Brunswick									
5,406 36	9,356 55	729 76	585 82	621 95	367 88	34 00	1,133 43	87,500 99	2,192 32
									954 65
Quebec.									
Acton Vale post office.	17 84		512 40	244 07	145 25	28 00		947 56	
Arthabaska post office.	169 45		585 46	308 13	173 12	100 00		1,366 16	
Armstrong, customs and immigration office.	17 40			47 50				61 80	
Asbestos post office.		200 00				62 25		200 00	
Aylmer post office.	49 53		139 69	382 50	214 22			848 39	
Beauharnois post office.	244 79	295 42	3 95	142 59	56 31			713 06	
Berthierville post office.	24 43		107 45	181 25	49 63			365 76	
Black Lake post office.		150 00						150 00	
Brownshurg post office.		99 96				37 20		99 96	
Buckingham post office.	74 36		218 32	312 33	75 65			717 86	
Cacoma post office.		50 00						50 00	
Cap Rouge experimental farm.	5,780 82		685 29	609 05				6,449 87	
Chicoutimi post office, etc.		105 00	559 96	411 88	711 07	300 00		2,452 47	
Crofton post office, etc.	5 25	110 00			272 37	25 00		1,576 64	
Cookshire post office.	19 09		524 71	232 25				115 25	
Drummondville post office, etc.	161 10		718 71	570 40	130 12	20 00		946 17	
Dundee custom house.	197 33	20 79	177 60	177 60	146 69	75 00		1,671 90	
East Angus post office.	276 23		619 66	351 23	299 20			1,586 72	
Farnham experimental farm.	1,046 95							1,546 82	
" post office.	196 36		315 91	66 00	67 95	20 00		1,046 95	
Fraserville post office, etc.	231 85		539 58	332 66	141 18	200 00		722 61	
Granby post office.	519 75		536 27	377 25	290 22	150 00		1,508 27	
Grand Mere public building.	28 20							1,783 49	
Grosse Isle quarantine station, improvements and repairs.	149 17							28 20	
Grosse Isle quarantine station, new buildings.	5,354 75								
Hull post office.	1,308 46		156 00	335 00	176 72	357 46		15,124 88	
Huntington post office.	11 50	675 00	505 67	109 98	28 32	38 00		5,354 75	
Joliette post office, etc.	899 93		728 72	548 16	252 06	110 00		2,393 61	
Joliette, weights and measures office, temporary.		212 67						675 00	
Jonquiere post office.	51 55		532 70	320 00	100 07	21 12		693 67	
Knowlton post office, etc.	388 26		196 36	399 76	102 24			3,038 87	
Lachine post office.	22 38		104 36	251 00	161 85	72 06		212 67	
Lachine post office.			557 60	239 00	447 96	37 50		1,025 41	
Lacolle immigration office.	60 00	96 00		36 60				1,446 29	
Lacolle post office.	34 00				12 00			178 60	
Laprairie post office.	65 70		183 88	249 84	61 81	45 00		606 23	
L'Assomption post office.	45 24		325 40	296 57	113 01	65 00		785 22	
Lennoxville experimental farm.	6,010 90		17 25	474 42	76 85			6,579 42	
Levis post office.	30 30		843 94	816 45	221 05	138 50		2,163 61	
Longueuil post office.	49 55		561 08	296 67	69 20	61 40		887 90	

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"	"	Mount Royal East	2,135 84	354 81	910 00	4 40	71	55 59	38 80	3,500 15
"	"	Ste. Cuneigonde			1,750 00					1,750 00
"	"	St. Henri		251 37		26 20	313 26	177 73	83 30	832 06
"	"	Windsor station mail room		11 25	213 00					224 25
"	"	"Shanghnessy building" (Marine, etc.)								
"	"	generally		127 18	12,014 40			76 40	263 84	12,481 82
"	"	Mont Joli post office		676 58		\$135,855 95	117 96	2,953 78		139,809 27
"	"	Murray Bay post office, etc.		11 35	240 00	6 65	79 90	25 51		363 41
"	"	Nicolet post office, etc.	14 90	283 50		624 41	685 17	270 99	15 86	1,894 83
"	"	Nominque immigration building		300 85		533 11	288 93	135 69	70 80	1,389 38
"	"	Peribonka immigration building		58 67	1 00	300 00	117 00	15 00		491 67
"	"	Pierreville post office		13 65		199 92	90 00	5 15		308 72
"	"	Plaisville post office		189 60		177 52	171 33	47 11		585 56
"	"	Quebec archives office		7 85		146 59	167 25	280 20	42 95	638 84
"	"	citadel (Gov. Gen.'s quarters)			393 00	390 00	23 00	6 30		812 30
"	"	custom house, etc.		2,764 80	34 00	681 35	1,050 17	331 00		4,861 32
"	"	drill hall		1,798 72	98 25	4,164 19	2,630 76	748 05	800 00	10,969 97
"	"	examining war-house								13 85
"	"	immigration office (101, St. Jean)	15 85	249 32		3,400 24	1,645 62	216 85	450 00	6,862 03
"	"	immigration buildings (Louise embankment)			495 83					495 83
"	"	immigration detention hospital (Savard Park)		497 24			423 20	1,047 63		3,341 38
"	"	immigration detention hospital (Medical)		131 50			1,123 31	217 18		1,471 99
"	"	suppl's res.)			600 00					600 00
"	"	marine agency (King's wharf)		5 75			633 79		750 00	1,449 54
"	"	observatory		190 63				48 49	50 00	289 12
"	"	post office, etc. (Upper town)	63,488 58	948 96	268 11	12,022 82	5,152 46	780 96	810 00	84,216 80
"	"	postal station "B"		54 48	3,000 00			72 71		3,127 19
"	"	Cardiac post office			95 83					95 83
"	"	Fanbourg St. Jean post office		49 80	875 00	7 50				932 30
"	"	St. Roch post office		63 52	27 00	1,055 74	538 15	265 60	400 00	2,400 01
"	"	Quebec—St. Sauveur post office		434 26		473 53	334 96	165 59	193 75	1,602 99
"	"	Quebec post office case examiner's office			240 00					240 00
"	"	Quebec socks office			250 00					250 00
"	"	Quebec war tax office		13 25	320 83	54 00		6 77		391 85
"	"	weights and measures office					171 08	5 62		176 70
"	"	generally		103 02		5,488 13		357 25		5,948 40
"	"	Richmond post office, &c.		292 55		590 10	496 31	318 91	25 00	1,729 90
"	"	Rigaud post office, &c.		82 50		330 05	332 02	180 48		925 05
"	"	Rimouski post office, &c.		28 33		371 10	330 26	108 30	300 00	1,308 99
"	"	Roberval immigration building		11 30	25 00	199 92	240 00	17 50		512 47
"	"	post office, &c.	2,870 08	81 86		579 12	452 50	388 50	12 50	4,384 56
"	"	Rock Island post office, &c.		30 64		575 01	86 20	223 41	28 51	943 80
"	"	Ste. Agathe des Monts, post office		292 39		545 66	335 30	314 76		1,418 11
"	"	Ste. Anne de Bellevue, post office			250 00			21 00	26 60	257 60

† This sum indicates the total wages of caretakers, firemen, elevator men and cleaners for all buildings in Montreal. Owing to system of organization of these staffs, it has not been practicable to assign proper share to each building.

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Victoriaville, post office, &c.....	130 99	336 93	476 09	149 47	112 50	1,205 98	
Minor offices throughout the province.....	8,658 42	57 75	78 15	8,794 32	
Total, Quebec.....	231,927 78	53,223 19	45,392 23	201,087 16	39,323 35	20,164 34	19,564 90	689,941 68	
Name of Work.	Construction and Improvements.	Repairs and Furniture.	Sundry Maintenance.	Rents.	Salaries and Supplies.	Heating.	Lighting.	Power.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
OTTAWA BUILDINGS.									
Departmental buildings—									
† "Connaught building" (formerly Custom House)	24,991 95	.....	.....	.....	.....	.....	.....	.....	24,991 95
Eastern block, new fire proof roof	3,643 01	.....	.....	.....	.....	.....	.....	.....	3,643 01
Parliament buildings, restoration	1,197,278 91	.....	.....	.....	.....	.....	.....	.....	1,497,278 91
Parliament and departmental bldgs generally—									
(Library of Parliament, East, West, Langevin and Connaught blocks)	.....	.....	.....	.....	51,523 40	44,496 58	16,991 67	.....	113,011 65
Fire escapes.	3,555 00	.....	.....	.....	840 00	1,325 00	386 19	.....	3,555 00
Grounds, including Major's Hill Park.	.....	.....	13,415 42	.....	.....	.....	.....	.....	16,046 61
Macerating plant, Currency Br. Dept. Finance.	8,171 35	.....	.....	.....	.....	.....	.....	.....	8,171 35
Power for elevators	.....	.....	.....	.....	.....	.....	.....	28,742 25	28,742 25
Re-wiring of buildings	20,014 16	.....	.....	.....	.....	.....	.....	.....	20,014 16
Repairs and furniture	462,371 72	.....	.....	.....	.....	.....	.....	.....	462,371 72
Steel Fittings.	101,035 61	.....	.....	.....	.....	.....	.....	.....	101,035 61
Telephone service.	.....	.....	54,000 58	.....	.....	.....	.....	.....	54,000 58
Sites for new departmental buildings—									
Acquisition of properties, Wellington street west	6,157 30	.....	.....	.....	.....	.....	.....	.....	6,157 30
Maintenance of acquired properties—									
Sussex street	.....	711 36	.....	.....	840 00	654 62	46 06	.....	2,262 04
Wellington street east	.....	.....	.....	.....	420 00	933 01	237 22	.....	1,590 23
" " west	.....	11,570 32	.....	.....	5,699 44	16,648 78	2,833 87	.....	36,752 36
Archives building	.....	.....	.....	.....	1,740 00	1,339 11	201 61	.....	3,280 72
Astronomical observatory	.....	.....	3,742 23	.....	.....	967 71	772 29	.....	5,482 14
Biological laboratory	.....	.....	.....	.....	.....	755 16	165 87	.....	921 03
Experimental Farm	.....	.....	.....	.....	.....	6,967 36	733 69	.....	42,181 62
Fisheries museum	34,480 57	.....	.....	.....	.....	463 75	164 99	.....	628 71
Fuel testing building	.....	.....	.....	.....	.....	4,448 62	651 53	.....	5,100 15
Geodetic building	.....	.....	.....	.....	.....	721 79	17 94	.....	739 73
Mines building (Sussex street)	3,300 00	3,339 40	1,944 38	8,583 78
National art gallery.	9,749 65	8,122 10	17,871 15

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Amounts expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918. *Continued.*

Name of work.	Construction and improvements.		Repairs and furniture.		Sundry maintenance.		Rents.		Salaries and Supplies for caretakers.		Heating.		Lighting.		Power.		Total.	
	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.
OTTAWA BUILDINGS— <i>Cont.</i>																		
Pavements																		
Sussex street		20,985 50																20,985 50
Wellington street		22,012 95																22,012 95
Post office									6,920 00		2,900 70		1,412 26					11,262 96
Printing bureau											15,979 45		5,348 43					21,327 48
Freight elevators		1,011 48																1,011 48
Public Works (Workshop)									1,920 00		2,484 49		550 30					4,954 79
Rideau Hall		2,461 56		47,499 87														49,961 43
Grounds,																		
Snow,																		
Fuel and light,																		
Watchman,																		
Royal mint		1,019 32																
Supreme court									810 00		5,971 79		182 50					25,615 06
Victoria island shipyard									1,420 00		1,967 91		198 75					8,013 61
Victoria memorial museum									420 00				227 22					3,586 66
Sundry rented buildings									13,373 50		13,193 00		4,690 51					31,257 01
Total, Ottawa buildings		1,754,573 72		522,153 27				527,150 14	36,909 94		25,058 31		20,426 04					603,514 13
								327,150 14	126,166 28		150,996 09		58,223 26					28,742 25
																		3,277,900 40

+ Salaries, heating, lighting, included in Parliament and Departmental buildings.

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Amounts expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—Continued.

Name of Work.	Construction and Improvements.		Repairs and Furniture.		Rents.		Salaries and Supplies for Caretakers.		Heating.		Lighting.		Water.		Power.		Total.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
PUBLIC BUILDINGS.—Continued.																		
Ontario.																		
Acton post office, etc.			146 61				579 95		148 25		91 81						966 68	
Alexandria post office, etc.			28 02				516 92		311 70		222 30		7 50				1,086 41	
Almonte post office, etc.			226 74				641 90		107 82		247 66		93 75				1,317 87	
Amherstburg post office, etc.			48 19				520 26		269 25		520 94						966 61	
Arnprior post office, etc.			763 57				579 51		421 25		594 30		32 00				2,393 63	
Atterton post office, etc.			318 80				75 79		352 20		105 65						852 44	
Aurora post office, etc.			102 09				586 56		369 00		32 62		16 00				1,106 36	
Aylmer post office, etc.			419 52				676 38		180 30		226 84		23 90				1,526 94	
Barrie post office, etc.			188 76				639 17		569 33		296 36		50 00				1,683 62	
Belleville post office, etc.			308 45				632 09		1,001 28		744 92		83 25				2,829 99	
Blenheim post office, etc.					266 67												266 67	
Bowmanville post office, etc.	61 60		47 70				571 32		237 60		145 40		39 82				1,106 44	
Braintree post office, etc.			25 25				621 71		250 04		97 52		6 98				1,001 50	
Brampton post office, etc.			38 06				558 87		306 00		123 35		48 26				1,074 51	
Brantford post office, etc.			989 56				6,377 40		1,557 74		434 82		86 85		361 14		9,807 51	
Bridgeburg immigration office			48 69														48 69	
" post office, etc.			275 83				382 72		238 00		163 15		20 00				1,079 70	
Brighton post office					100 00												100 00	
Brockville post office, etc.			518 10				921 35		585 18		960 07		157 25				3,141 95	
Burford post office, etc.			83				523 81		69 40		77 37		15 00				594 04	
Cardinal post office.	3,959 70		253 74		209 25		607 96		152 23		189 50		31 52				4,038 63	
Carleton Place post office, etc.			166 54				326 75		302 85		74 02		9 00				1,238 37	
Cayuga post office	2,304 15		18 52				670 13		68 75		241 97		20 33				2,801 17	
Chatham post office, etc.	1,343 60		38 95				613 03		239 71		179 30		25 00				2,534 69	
Chesley post office, etc.			9 65				295 57		340 05		130 96		8 94				1,167 63	
Clinton post office, etc.			96 02						284 32								815 81	
Cobalt post office.					1,999 99												1,999 99	
Cobourg post office, etc.			100 18				644 65		360 75		254 41		97 75				1,410 11	
Collingwood post office, etc.			171 35				1,211 87		1,084 50		367 37		97 90				2,932 99	
Cornwall post office, etc.			104 00				916 74		270 45		285 65		75 00				1,651 84	
Deseronto post office, etc.			21 98				602 49		465 00		341 50		39 00				1,412 97	
Dresden post office.			13 73				601 90		298 65		170 15		40 15				1,124 58	
Dundas post office.			58 50				644 13		470 32		204 74		27 46				1,408 15	
Dunville post office.			42 89														42 89	
Durham post office.			3 50														3 50	
Eganville post office, etc.			182 46				624 37		113 75		196 48		34 00				1,154 06	

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Kingston post office	764 91	775 39	945 21	705 29	114 51	3,305 31
" R. M. C. enlargement of educational block						2,686 26
" Kingsville post office	87 46	1,219 32	17 50	13 80	1 13	4 42
" Kitchener examining warehouse	474 44	50 00	408 51	196 37		1,339 41
" G. T. Ry. station mail room	41 96		176 75	311 65	32 24	50 00
" post office, etc.		25 00	44 67			1,732 67
" Lakefield post office						1,176 90
" Lansdowne post office						69 67
" Leamington post office, etc.	2 70	524 91	343 00	157 50	24 00	1,052 11
" Lindsay post office, etc.	33 65	706 90	532 10	302 80	26 10	1,601 55
" Lissovel post office, etc.	100 10	578 91	392 85	156 02	17 59	1,215 47
" London custom house, etc.	304 70	1,847 68	2,075 24	397 69	103 70	5,567 83
" immigration office	4 00					4 00
" post office, etc.	176 65	2,834 01	3,043 30	728 54	138 39	8,344 50
" war tax office	1 00	191 42	41 40	11 66		245 48
" L'Original post office		125 00				125 00
" Markham post office		650 00	134 66	51 50		836 16
" Merrickville post office						200 00
" Midland post office	290 38	200 00	35 02	238 50	23 45	1,214 18
" Midway post office, etc.	4 75	69 95	51 99			126 69
" Milton post office	7 40	646 74	228 93	100 92	15 67	999 66
" Mulverson post office, etc.	101 95	758 51	255 00	187 45		2,415 91
" Mitchell post office	69 38	604 65	2 25	66 35	82 00	824 63
" Mount Forest post office	257 30	501 55	382 64	184 57	12 75	1,338 51
" Napanee drill hall						841 19
" post office, etc.	89 80	678 13	401 14	198 98	72 41	841 19
" Newmarket post office, etc.	7 66	986 75	228 35	74 10		1,440 46
" Niagara Falls post office, etc.	105 11	740 89	556 08	156 65	10 62	1,317 48
" North Bay post office, etc.	1,401 38	943 85	743 32	271 17	51 97	1,614 83
" Norwich post office, etc.	30	674 03	390 33	135 28	36 00	3,462 72
" Orangeville post office, etc.	38 95	668 60	184 37	76 35	25 00	1,224 94
" Orillia post office, etc.	629 66	717 32	759 12	295 67	18 00	986 37
" Oshawa post office, etc.	214 10	786 58	408 39	137 81	23 40	2,437 32
" Owen Sound post office, etc.	290 11	705 77	800 03	196 46	37 16	1,584 24
" Palmerston post office, etc.	36 75	648 63	389 16	175 61	50 00	2,132 37
" Paris post office	39 75	647 08	351 25	98 32		10,233 73
" Parkhill post office, etc.	265 72	242 08	315 35	73 72	45 60	1,182 00
" Pembroke post office, etc.	338 06	640 48	756 23	344 07		891 87
" Perth post office					40 00	2,118 81
" Peterboro custom house						97 94
" post office, etc.	23 73	489 28	373 64	97 53	50 00	1,034 18
" weights and measures office	255 11	948 15	691 19	294 63	75 00	2,264 08
" Petrolia post office, etc.		212 50				212 50
" Picton post office, etc.	10 63	522 40	245 40	147 81	47 76	974 00
" Port Arthur examining warehouse, etc.	190 23	540 77	306 00	222 55	21 25	1,340 80
" Port Arthur examining warehouse, etc.	87 25	5,572 31	2,329 22	344 33	100 15	9,170 94
" immigration building	10 00				2 30	12 30
" post office, etc.	86 41	629 34	867 24	308 88	119 79	2,011 66
" Port Colborne post office	6 50	549 07	71 80	168 52	20 00	815 89
" Port Hope post office, etc.	130 05	654 00	406 50	417 75	11 43	1,619 73

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Manitoba.

Amounts expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—Continued.

Name of Work	Construction and Improvements		Repairs and Furniture		Rents		Salaries and Supplies for Cart-drivers		Heating		Lighting		Water		Power		Total	
	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.
<i>Public Buildings—Continued</i>																		
<i>Manitoba—Continued</i>																		
Kinross post office, etc.		29 78			700 00		666 22		556 55		91 50							1,356 05
Le Pas lands office		10 00			600 00				101 50									700 00
" post office		75			163 00													711 50
Melita post office		69 88					881 61		1,031 53		301 20							1,636 75
Minnedosa post office, etc.	975 40																	2,281 25
Morden experimental farm							887 71		558 50		150 08							1,793 74
" post office		197 15					958 30		539 70		95 05							1,636 17
Neepawa post office, etc.		16 16					15 00				55 00							505 84
Portage la Prairie examining warehouse		1 00			381 34		634 07		711 58		19 81							1,495 41
" armory, etc.		19 70					906 10		775 46		160 82							2,322 68
" post office		155 05			70 00													70 00
Post in post office					247 50		861 92		561 98		61 07							237 50
Rollin forestry office		322 36			180 00		793 05		611 07		132 92							2,028 24
Saskatoon post office		264 60					806 50		828 10		71 66							1,905 34
Shorncliffe post office, etc.		928 85					531 75		272 38		45 92							2,085 76
St. Boniface post office		18 85																871 90
Stonewall post office					650 00				33 15									683 00
Transcona post office		47 05			250 00		827 55		662 12		18 15							303 15
Virden immigration building					2,170 00						25 81							2,293 81
" post office, etc.		8 00																
Winnipeg "David Bldg." (archives, Ry. Comm., etc.)					3,235 00		7,841 90		1,823 46		712 31							5,416 41
Winnipeg "Chamber of Commerce Bldg." (Int. Dept., etc.)		119 75																12,524 37
Winnipeg custom house, etc. (old post office, drill hall)		1,844 32																82 74
" examining warehouse	82 74						8,473 36		7,004 02		255 28							17,702 88
" grain warehouse		30							58 50									58 80
" immigration building (new)	13 25																	13 25
" immigration buildings	2,683 12						2,965 00		7,540 85		1,201 99							14,919 07
" Notre Dame Investment Bldg. (D.P.W.)		1,933 00			37 51													253 82
" post office, etc.	548 55				1,873 30													2,419 79
postal station "A"	1,846 80				189 00		11,024 49		7,328 39		3,443 89							32,813 05
postal station "B"	540 50				1,745 73		19 97				10 20							2,376 78

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	14,214 59	555 50	1,500 00	2,402 25	1,510 47	158 01	104 17	19 70	11,415 29
" " " " "A" (new).		7 28		365 10	5 51	79 67		27 51	4,757 94
" " " " "C"			1,724 73	2 12					1,957 56
" " " " "D" 62 St. James St.		32 55		355 32	527 43	67 06	26 51		1,726 85
" " " " "D"		57 20	365 00			9 45			808 37
" " " " "Scott Bldg." (Canada Food Board).	932 10		2,416 00			3 25			1,246 55
" " " " "Union station mail room.			675 00			740 53			2,473 20
" " " " "Union Bank Bldg." (War tax office)				6,269 60					678 25
" " " " "Generally		1,252 46							7,010 13
Minor offices throughout the Province.									1,252 46
Total, Manitoba.	63,011 46	14,122 46	23,338 61	52,214 87	36,912 03	9,951 10	3,146 50	1,157 08	249,848 71
<i>Saskatchewan.</i>									
Battleford immigration building									12 00
" " " " "post office, etc.		1,888 05	70 00	798 40	875 76	531 76	74 91		4,169 88
Big River forestry office.		27 39							70 00
Bieggar immigration building		36 15		605 20	232 23	220 73	32 08		27 39
Estevan post office, etc.	46 83	1 30	1 00		280 50				1,173 22
Gravelbourg immigration building		26 30		137 95	222 95	42 50	6 00		282 80
" " " " "post office, etc.		53 47	144 00		774 75	251 93	48 26		435 70
Hudson Bay junction, forestry office		330 30		844 65	776 28	325 90	256 51		197 47
Humboldt post office, etc.									2,249 80
Indian Head experimental farm.	3,830 38		156 00						5,189 07
" " " " "Fisheries Inspector's office		351 54			1,151 88	6 29	121 41		156 06
" " " " "forest nursery station.		11 00	516 00		190 00	15 06			1,634 12
Kerrobert immigration building.			1 00		190 85				531 05
Lloydminster immigration building					296 25	20 05			292 00
" " " " "post office, etc.	4 10	2,475 74		823 40		481 02			210 90
Maple Creek forestry office			240 00						4,080 51
" " " " "lands office, etc.		174 85	1,100 00		492 29	14 45	7 50		240 00
" " " " "post office, etc.		275 03		273 28	445 84	201 85			1,789 09
Melfort post office, etc.		806 20		806 10	1,087 67	224 52			1,196 00
Moosajaw immigration building.		20 59	100 00		199 66	39 66	48 00		2,972 49
" " " " "post office, etc.	579 74	2,357 53	360 00	4,498 96	3,596 77	1,225 80	18 75		278 66
North Battleford immigration building.		635 25	1 00		172 00	22 94	24 01	430 30	13,435 80
" " " " "post office, etc.		275 10		945 74	1,056 85	358 73	280 35		915 23
" " " " "post office, etc.		18 62	1 00		130 42				91 6 77
North Portal immigration building.		91 97	1,200 00			12 00			150 04
Prince Albert engineer's office (D.P.W.)		210 15			162 50	11 95	8 40		1,393 97
Prince Albert immigration building.		316 15		2,403 30	1,435 60	915 73	99 28		336 00
" " " " "post office, etc.									5,170 06
Regina " " Aldon Block " (weights and measures office)			700 00			5 76			705 76
Regina Asst. Receiver Gen. office—to accompany date post office.									10,143 83
Regina examining warehouse	10,143 83	99 18		611 35	637 06	65 81	15 45		1,428 85
immigration building.		18 95			215 89	18 55	24 30		397 69

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Amounts expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—Continued.

Name of Work.	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting.	Water.	Power.	Total.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Saskatchewan—Continued.										
Regina inland revenue office.	2,922 24	15 00	360 00			5 85			380 85	
old lands office (Customs dept.).				312 65	460 76	23 50	7 25		2,922 24	
old Royal bank bldg. (rent producing).			1 00						801 16	
parcel post.			35 00						1 00	
post office, etc.	943 60	1,224 67	1,080 00	3,935 41	2,462 72	2,166 91	308 85	314 43	11,691 65	
post station "A."		3 00			617 80	10 19			1,083 00	
Rosethorn experimental farm.	3,058 25	83 23	1,315 60			40 23			3,686 24	
Saskatoon "Canada bldg." (Inland Rev., etc.).			4,200 00			118 45			1,439 06	
custom house.			1,136 00			27 18			1,163 18	
examining warehouse.		198 48			755 12				955 60	
forest nursery station.		20 05			233 79	28 67	15 33		297 84	
immigration building.		183 50							2,583 50	
lands office.		603 95	2,400 00		1,658 97	607 48	63 34		6,747 38	
post office, etc. (old).	1,137 92			2,375 72					121 50	
" (new), (site).	56 00	68 50							720 00	
" weights and measures office.			720 00		289 06	58 88			3,365 91	
Scott experimental farm.	3,017 97								1,482 13	
Sutherland, forest nursery station.	1,482 13								1,292 62	
Swift Current lands office.						291 75			1,810 02	
" post office.		55 21	1,292 62						102 30	
Unity immigration building.			1,460 06		101 30				227 15	
Wadena immigration building.		3 40	1 00		191 55	30 60			2,307 84	
Weyburn post office, etc.		234 70	1 00	862 20	773 18	333 81	102 92		196 16	
Wilkie immigration building.		3 16			193 00				2,584 64	
Yorkton post office, etc.		111 01		768 55	1,016 18	619 40	39 50		1,871 57	
Minor offices throughout the Province.	1,871 57									
Total, Saskatchewan.	29,394 56	13,871 27	18,534 25	21,002 89	23,577 43	9,426 95	1,879 23	744 73	118,231 34	
Alberta.										
Athabasca immigration building.					130 30				131 30	
" "Revillon Freres" (ma 1 room.).			1 00						30 00	
Band post office, &c.		5 00	30 00						5 00	
Bassano post office, &c.		55 35		564 90	340 36	240 91	40 35		1,211 87	
Calgary Asst. Rec. Gen'l's office.		115 95				7 50			153 45	

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"Blow building" (irrigation).....	831 60	41 60	11,285 64	948 34		177 69		13,234 87
"Board of Trade bldg." (Weights and measures office).....		110 65	270 93			8 75		390 33
"Burns building" (geol. survey).....			225 00					225 00
"Cadogan building" (Inland Revenue).....			600 00					600 00
"Canada Life building" (P.O.D. and I.R.).....		256 70	8,205 00			44 45		8,506 15
"Costello building" (weights and measures).....			90 21			70		90 91
Drill hall.....	294,409 62							294,409 62
"examining warehouse".....	4,080 97	1,513 24		5,405 56	2,681 26	309 10	363 23	15,694 20
"Herald building" (Railway Commission).....			1,200 00			13 01		1,273 01
immigration building.....		10 65	10 00					20 65
"Leeson-Linchem building" (Interior Dept.).....		91 30	480 00					571 30
"Post office (new).....	8 12							8 12
"Post office (temporary).....			15,220 35	453 95	890 54	1,623 27	90 58	19,792 05
"seeds office".....		1,443 36	1,500 60			3 40		1,503 40
"Thomas building" (Interior Dept.).....			3,725 40			10 80		3,736 20
generally.....						370 52		370 52
Castor immigration building.....			1 00		58 10			58 10
Coutts immigration building.....	2,613 60		4,200 00					2,044 60
Edmonton examining warehouse.....		149 82	1 00		524 75	56 70	64 24	4,200 00
immigration building.....			6,600 00	332 65		268 57		7,96 51
lands office.....	620 84							7,822 06
"McLeod building" (National service offices).....		214 65	300 00			1 40		516 06
"post office, etc.....		1,609 66	297 50	8,380 20	1,615 70	1,879 89	107 33	14,106 08
weights and measures office.....		2 45				2 45		2 45
Edmonton South (Strathearn) immigration bldg.		1,403 37		1,181 15	658 64	5 74	27 43	3,527 31
"post office.....					186 90			186 90
Edson immigration building.....		34 07	3 00		108 85			145 92
Entwistle immigration building.....	118 62		530 00		112 50	2 25		783 37
Falher immigration building.....	4,511 96	60 90	455 00		118 75			5,146 61
Grande Prairie immigration building.....	160 50	7 20	240 00					407 70
lands office.....			225 00					225 00
Grondard immigration building.....		75 45	540 00	23 70	118 80			763 95
High River, lands office.....					1,204 01	275 04	33 50	2,493 91
Lacombe experimental farm.....	1,754 64				301 10	135 60		2,191 34
Leithbridge experimental farm.....					189 00	25 75	100 00	399 73
immigration building.....		84 48		650 00	233 80	74 30	75 00	1,141 20
lands office, etc.....		108 10			2,287 17	697 08	140 70	13,375 00
post office, etc.....	4,480 77	130 22		5,295 95	129 05	48 99	31 00	330 26
Macdonald custom house.....			250 00	36 00		14 71		300 71
Medicine Hat immigration building.....	814 91	927 50		1,851 30	218 95	719 64	132 21	4,664 51
post office, etc.....					60 00			780 00
Peace River Crossing lands office.....		53 50	720 00		170 00			158 50
"post office.....		242 85	235 00		227 40			5,187 50
immigration building.....	4,717 25							

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	26 25	628 70	91 00	49 06	24 00	819 01
Ladysmith post office.....	343 17	1,577 75	404 37	583 33	36 00	2,944 62
Nanaimo post office, etc. (D. P. W.).....						654 00
Nelson post office, etc.....	565 64	923 56	793 72	777 89	72 00	3,186 81
New Westminster Indian and fisheries bldg.....	579 48	778 95	187 61	56 27	40 10	1,632 41
" " post office, etc.....	790 95	2,777 65	782 67	546 23	65 24	5,397 70
North Vancouver post office.....	73 15	925 75	260 00	124 42	10 80	1,394 12
Pacific Highway immigration office.....		2 00	100 58	92 97		195 55
Port Alberni post office, etc.....	68 30	695 26	253 60	114 31	28 89	1,160 36
Prince George post office.....	4 00					4 00
Prince Rupert examining warehouse.....						600 00
" " "Federal Block" (post office, etc.).....	718 15	118 45		801 86		8,421 46
" " Fisheries office.....						463 33
" " immigration building.....	6 40		224 74		15 20	251 34
" " post office (site).....						168 45
Revelstoke "Can. Bank of Commerce bldg." (Int. Dept.).....						
" " post office.....						1,201 51
Rosland post office, etc.....	45 00					45 00
Salmon Arm post office.....	79 40	742 22	700 15	312 40	83 73	1,917 90
Seacombs post office.....	4 00					112 00
Sidney experimental farm.....	9 75		288 30	127 44		9 75
Squamish post office.....						1,797 17
Squamish post office.....						51 00
Summerland experimental farm.....						6,301 45
Union Bay post office.....	7 15	262 90	158 00	102 09		1,530 14
Vancouver dredging office (D. P. W.).....	192 00					1,335 00
" " "Empire bldg." (Mar. & Fish. D.).....		8,923 16	1,604 12	329 83	163 55	408 14
" " examining warehouse.....						12,798 75
" " fisheries office, 519 Pender St.....	1,037 09					33 00
" " fumigating plant.....						21 00
" " immigration detention building.....	1,459 77	27 60	1,653 61	1,172 25	208 40	4,272 63
" " "Nelson's Bank" (War Tax office).....	534 00	15,658 00	1,895 87	2,950 92	146 85	634 00
" " new post office, etc.....		1,973 00	770 73	182 78	51 50	25,486 32
" " old post office (Assay office).....	1,361 82	1 60				4,339 83
" " postal station "A" (C. P. R.).....	477 65	2,039 56	427 50	337 16	63 90	3,558 53
" " "B".....	269 48					10,277 60
" " "C" (new).....	76 70					1,338 21
" " "C".....	511 50	1,468 25	497 34	101 01	27 25	1,870 55
" " "Vancouver bldg." (Military Service).....						511 50
" " "Wineh bldg." (War tax office).....	171 99	941 52	590 79	291 94	41 25	139 11
Vernon post office, etc.....						
Victoria "Ames-Holden bldg." (examining warehouse).....	149 99	975 00		161 21	13 56	2,037 49
" " astronomical observatory (Little Saanchi Mtn.).....		441 34	129 00	478 11		5,082 98
" " Dominion bldgs. (Taxes re local improvements).....					166 18	2,477 41
" " fumigating plant (C. P. Ry. wharf).....		5 50	532 64	81 68	83 28	2,817 50
" " immigration building.....	447 70	963 80	163 98	161 41	16 98	32 50
" " meteorological observatory.....	83 15					1,150 80
						1,389 32

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AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.		Construction and Improvements.		Repairs.		Staff and Maintenance.		Total.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
HARBOURS AND RIVERS.										
<i>Nova Scotia—</i>										
Amherst Point, wharf.....					700	52			700	52
Anderson's Cove, breakwater.....					207	00			207	00
Annapolis Royal, pier.....					1,825	99			1,825	99
Antigonish Landing, wharf.....			200	09					200	09
Arichat wharf.....					597	75			597	75
Arisaig, breakwater.....					54	38			54	38
" wharf.....					123	75			123	75
Baddeck, wharf.....					104	87			104	87
Bailey's Brook, protection piers.....					598	47			598	47
Baker's Point (East Jeddore) wharf.....					692	34			692	34
Bass River, wharf.....					933	78			933	78
Baxter's harbour, breakwater.....					471	20			471	20
Bear Cove (Halifax Co.) boat skid.....					190	94			190	94
Bear River, repairs to warping pier.....	25	00			1,319	69			1,344	69
Beaver River, north breakwater.....			399	70					399	70
Bluff Head, breakwater.....			400	03					400	03
Boularderie Centre, wharf.....					624	96			624	96
Broad Cove Marsh, wharf.....					111	08			111	08
Canning, wharf.....					2,340	88			2,340	88
Cape St. Mary, breakwater.....					2,956	55			2,956	55
Carr's Brook, breakwater-wharf.....					878	73			878	73
Chance Harbour, breakwater.....					54	60			54	60
Chebogue Beach, protection.....					149	90			149	90
Chester Basin (Lunenburg Co.).....	2,322	75							2,322	75
Chipman Brook, breakwater.....					257	46			257	46
Clementsport.....	2,110	70							2,110	70
Comeau's Cove, breakwater.....					141	62			141	62
Cow Bay (Port Morien), breakwater.....					1,559	82			1,559	82
Cribbin's Point, wharf.....					1,524	50			1,524	50
D'Esconsse, wharf.....					74	92			74	92
Digby, pier renewals.....					1,997	07			1,997	07
Eagle Head, breakwater.....					1,645	02			1,645	02
East Ferry, breakwater.....					20	00			20	00
East Pubnico, wharf.....					398	24			398	24
East River (Pictou Co.) improvements.....			140,187	54					140,187	54
East Ship Harbour, wharf.....					117	54			117	54
Ecum Secum (Halifax Co.) wharf.....			127	81					127	81
Feltzen South, breakwater-wharf.....					261	07			261	07
Finlay Point, wharf.....					100	00			100	00
Fox Island, breakwater approach.....					2,700	07			2,700	07
Freeport, wharf.....					68	53			68	53
Friar's Head, breakwater.....					1,169	27			1,169	27
Fruids Point wharf.....			569	23					569	23
Georgeville, wharf.....					76	75			76	75
Glace Bay, protection works.....					243	36			243	36
Grand Etang, wharf.....					200	27			200	27
Grand Narrows, wharf.....					104	75			104	75
Half Island Cove, breakwater.....					600	51			600	51
Halifax graving dock.....			18,545	82					18,545	82
Hampton, breakwater reconstruction.....			1,332	06					1,332	06
Harbourville, breakwater (bed for vessels).....					151	90			151	90
Head of Chezzetook, wharf.....			21	25					24	25
Hunts Point, breakwater.....					149	47			149	47
Inverness, harbour improvements.....	1,500	00	562	80					2,062	80
Iona, wharf.....					396	90			396	90
Jamesville, breakwater.....					1,354	05			1,354	05
Jones Harbour, breakwater-wharf.....					779	16			779	16
Kelly's Cove, breakwater.....					392	35			392	35
Kraut Point, wharf.....			20	00					20	00
L'Ardoise, breakwater.....					466	19			466	19
La Have river, Reinhardt.....	442	90							442	90
" " East Middle.....	708	59							708	59

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AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND RIVERS.					
<i>Nova Scotia—Continued.</i>					
Lingan Beach, protection works.			616 22		616 22
Litchfield, breakwater.			142 70		142 70
Little Harbour (Pictou Co.), wharf.		892 75			892 75
Liverpool channel.	\$27,597.48				
Less, work done for private firms.	545.32				
	27,052 16				27,052 16
Livingstone's Cove, wharf.			155 22		155 22
Lower Kingsburg, skidway and breakwater.		285 70			285 70
Lunenburg.	39 39				39 39
Malignant cove, wharf.			26 00		26 00
Marble Mountain, wharf.			319 03		319 03
Margate, breakwater.			936 08		936 08
Margate harbour, improvements.	112 08	4,789 38			4,901 46
McKay's point (Judique), breakwater.			591 62		591 62
McNair's cove, breakwater.			899 97		899 97
Meat cove, boat harbour.			50 01		50 01
Middle river (lower) shear dams.			149 96		149 96
Middle river (upper), shear dams.			199 63		199 63
Mill creek, wharf.		299 41			299 41
Morrison's landing, breastworks.			199 98		199 98
Mosher's bay, breakwater.			335 95		335 95
Necum Pouch, wharf.			1,619 70		1,619 70
New Harbour, breakwater.			584 29		584 29
Newellton, wharf.			398 99		398 99
North east point, wharf.			40 08		40 08
North river (St. Ann's), wharf.			599 41		599 41
North Ingouish, wharf.			366 30		366 30
North Sydney, ballast wharf.			1,317 49		1,317 49
Nyanza, wharf.			79 83		79 83
Ogden's pond, protection work.		37 04			37 04
Owl's head, wharf.			128 57		128 57
Park's creek (Lunenburg co.)	970 20				970 20
Parrsboro, wharf.			2,016 02		2,016 02
Pictou, Abercrombie channel.	34,768 38				34,768 38
Poirierville, wharf.			111 60		111 60
Port Dufferin, wharf.			49 83		49 83
Porter's lake, outlet.			104 64		104 64
Port George (Annapolis co.) breakwater.			1,477 47		1,477 47
Port Hastings, wharf.			142 90		142 90
Port Harford, breakwater.			289 58		289 58
Port Hood, wharf.		64 75			64 75
Portuguese cove, breakwater.			812 79		812 79
Ross ferry, wharf.			96 14		96 14
Sandy cove, breakwater.			1,925 62		1,925 62
Scott's bay, breakwater.			1,300 00		1,300 00
Seaside, breakwater.			371 07		371 07
Shelburne harbour.	2,445 09				2,445 09
Short beach, breakwater.		4,676 17			4,676 17
Southwiche, wharving piers, etc.		23,000 00			23,000 00
Sight point (Inverness co.) wharf.			299 33		299 33
Sable island, wharf.			264 81		264 81
South Ingonish, breakwater.			44 75		44 75
South side (Donald's Head), breakwater.		30 57			30 57
South Wallace, wharf.			605 04		605 04
St. Peter's narrows.	8,794 84				8,794 84
Summersville, wharf.		174 80			174 80
Swamp point, wharf.			656 09		656 09
Sydney harbour, south bar, (embankment).			180 00		180 00

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AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND RIVERS.					
<i>Nova Scotia—Concluded.</i>					
Three Fathom harbour, beach, protection works, etc.			810 18		810 18
Tiverton, breakwater.			1,416 28		1,416 28
Trout cove, breakwater.			1,495 70		1,495 70
Vogler's cove, wharf.			125 02		125 02
West Arichat, wharf.			566 48		566 48
West Chezzetcook, breakwater.			199 65		199 65
West Chezzetcook, wharf.			198 81		198 81
West Dublin.	1,282 54				1,282 54
Westport, wharf.			208 71		208 71
West Pubnico (lower), wharf.			199 49		199 49
Weymouth, wharf.			150 65		150 65
White point, breakwater.		104 13			104 13
Whycoo magh, harbour.			254 12		254 12
Windsor harbour, "Goudge" wharf.			449 82		449 82
Wolfville, wharf, (shed).			200 00		200 00
Yarmouth harbour, improvements.	4,596 78	509 12	44 25		5,150 15
Young's landing, wharf.			74 92		74 92
Generally.	7,999 05			2,932 47	10,931 52
Totals, Nova Scotia.	95,170 45	197,385 05	58,665 06	2,932 47	354,153 03
<i>Prince Edward Island—</i>					
Alberton.	1,909 22				1,909 22
Annapdale, wharf.			172 62		172 62
Bridgetown, (King's Co.).	10,598 39				10,598 39
Cardigan South, wharf.			20 00		20 00
Georgetown, (Queen's wharf).			40 00		40 00
Grand river, (McPherson's wharf).	1,314 54				1,314 54
Hickey's wharf.			29 75		29 75
Hard's point, wharf.			295 00		295 00
Little Sands, wharf.		1,101 41			1,101 41
Miminigash, breakwater, etc.			2,134 70		2,134 70
McPherson's cove, pier.			40 00		40 00
Mink river, wharf.			118 28		118 28
Mount Stewart, wharf.	8,919 96		16 60		8,936 56
Murray harbour, south wharf.			8 69		8 69
Panmure island, wharf.			40 00		40 00
Pinette, pier.			73 45		73 45
Port Selkirk, pier.			643 88		643 88
Rocky point, wharf.		115 11			115 11
Rustico, south pier.	15,019 16		115 13		15,134 29
" beach, protection works.	493 76	224 72			718 48
Souris harbour, breakwater.			876 36		876 36
Tignish, breakwaters.			1,993 79		1,993 79
West Point, wharf.			67 28		67 28
Wood island, breakwaters.			340 42		340 42
Generally.	3,999 52			1,630 28	5,629 80
Totals, Prince Edward Island.	42,254 55	1,441 24	7,025 95	1,630 28	52,352 02
<i>New Brunswick—</i>					
Albert, berth for vessels.		375 29			375 29
Anderson's hollow, wharf.			544 89		544 89
Baie du Vin, wharf.			10 32		10 32
Barker's wharf, (River St. John).			36 14		36 14
Bass river, wharf.		226 16			226 16
Bathurst, harbour impts.	41,041 50				41,041 50
" Tete a gauche.	10,664 93				10,664 93
Buctouche.	129 99				129 99
Burton Court House, wharf.			223 50		223 50
Campbellton, wharf.	16,846 49		1,292 78		18,139 27

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AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND RIVERS.					
<i>New Brunswick—(Concluded.)</i>					
Carapet, wharf			39 85		39 85
Chatham, Middle Island	835 49				835 49
Chockish, breakwater			139 25		139 25
Church river	3,134 88				3,134 88
Dalhousie	497 21				497 21
Dipper harbour, breakwater-wharf			294 11		294 11
Durham, wharf, (Restigouche Co.)			244 03		244 03
Edgett's Landing, wharf			70 12		70 12
Fairhaven, (Deer Island), wharf			64 88		64 88
Fort Dufferin, breastworks			9,998 63		9,998 63
Ford's Mills, (Kent Co.)	422 08				422 08
Gagetown, wharf		465 09			465 09
Gilaster's wharf, (Sunbury Co.)		33 97			33 97
Grand Anse, breakwater			1,723 43		1,723 43
Grandigne	1,032 59				1,032 59
Hopewell cape, wharf			9 75		9 75
Leonardville, wharf			150 02		150 02
Lerd's cove, wharf			49 95		49 95
Lorneville, wharf approach			75 20		75 20
Lower Jemseg, high water wharf			7 21		7 21
McLean's Gully, (Kent Co.)	21 65				21 65
Martin's Head, breastworks		597 83			597 83
Millerton, wharf			379 60		379 60
Mill's Point, wharf			545 01		545 01
Moulie's river, wharf (Kent Co.)		421 02			421 02
Negnac, wharf			1,931 25		1,931 25
Oak point, wharf	4,311 33		19 99		4,331 32
Quigot St. Martin's eastern breakwater		360 85	570 70		931 55
Renforth, wharf (River St. John)			39 66		39 66
Richardson, wharf			39 75		39 75
Richibucto cape, breakwater	1,539 67	1,799 57	123 19		3,462 23
River Kouchibouguac	451 00				451 00
River St. Charles	481 06				481 06
River St. John, removal of snags	1,983 00				1,983 00
Rothesay, wharf			49 63		49 63
St. Andrews, Market wharf			541 26		541 26
St. John harbour improvements:					
Channel	48,953 80				48,953 80
Courtney bay	179,444 04	192,369 10			281,813 14
Negro point, breakwater			1,777 91		1,777 91
Partridge isl. quarantine sta., deep water wharf		1,288 98			1,288 98
St. John West, piers, sheds, etc	28,857 38	132,144 45	24,881 56		185,886 39
St. Nicholas river, wharf		359 52	735 02		1,094 54
Sechartown, wharf			30 75		30 75
Seal cove, west breakwater			33 00		33 00
Shediac, wharf			78 59		78 59
Shipping gully, breakwater, etc			3,672 24		3,672 24
Shippegan, wharf	29,274 89	1,895 59			31,170 48
Stonehaven, breakwater			483 55		483 55
Tracadie beach, breastworks			403 50		403 50
Tynemouth creek, breakwater		1,524 29			1,524 29
Walspool, wharf			30 61		30 61
Whitehead, wharf			185 34		185 34
Generally	8 170 50			2,770 91	10,941 41
Totals, New Brunswick	378,096 48	243,861 51	51,529 47	2,770 91	676,258 07

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AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND RIVERS.					
<i>Quebec—</i>					
Anse a Beaufils, wharf.....			45 00		45 00
Anse a l'Eau (Tadoussac), wharf.....			6 00		6 00
Anse aux Gascons, wharf.....			568 63		568 63
Anse aux Griffons, piers.....			1,499 78		1,499 78
Anse St. Jean, wharf.....			50 77		50 77
Baie St. Paul (Cap aux Corbeaux,) wharf.....			1,270 54		1,270 54
Rarchois de Malbaie, training pier.....			1,198 96		1,198 96
Batiscan, upstream channel.....	5,095 14				5,095 14
Beloeil, new boom.....		618 07		241 73	859 80
Berthierville, wharf.....	206 14				206 14
Berthier en bas, wharf.....			994 40		994 40
Eic harbour, wharf at Pointe à Cote.....			73 35		73 35
Bigelow cut, River du Lièvre.....	468 13				468 13
Brewer's creek (Labelle), landing float.....			12 00		12 00
Buckingham (Labelle), landing float.....			95 58		95 58
Cabano, wharf.....			200 65		200 65
Cacouna, wharf.....			154 70		154 70
Cap Chat, pier.....			168 54		168 54
Cap de la Madeleine, wharf.....				50 00	50 00
Cap St. Ignace, wharf.....			145 15		145 15
Cape Cove, pier.....			1,549 91		1,549 91
Caughnawaga.....	88,002 12				
Less, work done for private firm.....	532 00				
	8,370 12				8,370 12
Cascades rapids, anchor pier, reconst.....		1,360 31			1,360 31
Champlain, wharf.....				24 00	26 00
Chicoutimi, channel.....	2,932 17				2,932 17
" wharf.....			1,745 37	1,004 77	2,750 14
Clark City, wharf reconstruction.....		4,155 44			4,155 44
Contrecoeur, wharf.....	4,035 11			55 60	4,090 71
Cross point, wharf.....			767 65		767 65
Desjardins, wharf.....			2,409 82		2,409 82
Dodd's landing (Labelle), float.....			7 50		7 50
Doucet's landing.....	1,012 00				1,012 00
Douglstown, wharf.....			271 82		271 82
East Templeton, wharf.....			400 67		400 67
Father Point, wharf.....		1,051 68			1,051 68
Fort William, wharf, Ottawa river.....			51 13		51 13
Gaspé, wharf.....			1,244 52		1,244 52
Georgeville, wharf.....			69 60		69 60
Glen Almond (Labelle), landing float.....			12 00		12 00
Graham, wharf.....		3,553 31			3,553 31
Grande Bergeronnes.....			121 75		121 75
Grenville.....	401 46				401 46
Grande Vallée, wharf.....			16 00		16 00
Grindstone (Magdalen islands), breakwater.....			1,665 47		1,665 47
Grondines, wharf.....			53 27		53 27
Grosse Isle (Magdalen islands), breakwater.....			16 00		16 00
Grosse Isle, (Quarantine station) Eastern wharf.....			2,373 19		2,373 19
Grosse Isle, (Quar. station) Western wharf.....			1,783 71		1,783 71
Grosses Roches, removal of boulders.....		499 68			499 68
High Falls (Labelle Co.) landing float.....		50 75			50 75
Hospital Bay (Magdalen islands), breakwater.....			148 35		148 35
Hudson, wharf, reconstruction.....		4,799 91			4,799 91
Hull, wharf.....			167 57	45 50	213 07
Ile aux Coudres, wharf.....		474 15			474 15

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AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND RIVERS.					
<i>Quebec—Continued.</i>					
Be aux Foins	10,944 80				10,944 80
Be Perrot, North, wharf			1,627 24		1,627 24
Be Verte-Notre-Dame des Sept Dou- leurs, wharf		199 85			199 85
Be Verte-Village, wharf			2,465 58		2,465 58
Kamouraska, wharf			12 50		12 50
Lacolle, wharf			2,887 80		2,887 80
Lake St. Louis	19,584 27				19,584 27
Laprarrie, protection works		147,602 00			147,602 00
La Salette (Riv. du Lievre) landing float	1,074 15		6 00		1,080 15
Lauzon "Champlain" dry dock		953,670 81			953,670 81
Lauzon "Lorne" dry dock				28,318 30	28,318 30
Lavaltrie, wharf				47 49	47 49
Levis, deep water wharf		560 00		1,507 11	2,067 11
Long Rapids, Riv. du Lievre	2,279 28				2,279 28
Longueuil	15,407 05				15,407 05
Lotbiniere, wharf			1,109 98		1,109 98
Magog, wharf			91 41		91 41
Malbone, pier			902 70		902 70
Masson, wharf			814 33		814 33
Megantic, wharf			56 01		56 01
Mission Point	10,419 76				10,419 76
Mont Louis, breastwork		273 04			273 04
Montreal, dry dock				105,000 00	105,000 00
Murray Bay, wharf			202 69		202 69
Newport, breakwater			907 82		907 82
Norway Bay, wharf (Ottawa riv.)		4,703 70			4,703 70
Papineauville, wharf	391 28		64 96		366 24
Phillipsborg, wharf reconstruction		2,007 28			2,007 28
Pierreville, wharf			108 30		108 30
Pointe a Bronsseau, wharf			228 99		228 99
Pointe a Elie, breakwater (Magdalen islands)			129 34		129 34
Pointe aux Esquimaux, wharf			22 39		22 39
Pointe aux Trembles (Portneuf Co.) wharf		719 94			719 94
Pointe Claire, wharf				150 00	150 00
Pointe Fortune, wharf			10 00		10 00
Pointe Pelic (Timiskaming), wharf				40 00	40 00
Pointe Shea (Magdalen islands), wharf			1,298 75		1,298 75
Pointe St. Pierre, breakwater			603 29		603 29
Poltimore (Riv. du Lievre), landing float			26 50		26 50
Pontore (Riv. du Lievre)	6,292 60				6,292 60
Quebec Harbour (Riv. St. Charles), improvements to navigation		137,357 18			137,357 18
Repentigny, wharf			10 00		10 00
Rimouski, harbour improvements		59,228 04			59,228 04
Rimouski, wharf			195 57	1,222 81	1,418 38
Riv. aux Renards, wharf			175 00		175 00
Riv. Bonaventure, training pier		10 00			10 00
Riviere des Vases, Tourneville Co., pier			999 50		999 50
Riviere du Lievre, lock				5,938 70	5,938 70
Riviere Gamman, bank protection			15 00		15 00
Riviere Ouanan, ice-breaker			1,379 99		1,379 99
Riviere Ouelle, wharf		5,503 69			5,503 69
Riviere St. Louis	517 96				517 96
Riviere St. Maurice	10,502 86				10,502 86
Riviere Saguenay, protection work	32,244 16	498 38			32,752 54
Roberville, wharf			211 90		211 90
St. Alexis, wharf			2,916 25		2,916 25

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AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.	Construc- tion and Improvements.	Repairs.	Staff and Maintenance	Total.
HARBOURS AND RIVERS.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Quebec—Concluded.</i>					
St. Alphonse (Chicoutimi Co.), Wharf	5,212 03		706 14		5,918 17
St. Andre de Kamouraska, wharf			1,178 85		1,178 85
St. Anicet, wharf			132 75		132 75
Ste. Anne de Beaupre, wharf			674 68		674 68
Ste. Anne de Bellevue	90 00				90 00
Ste. Anne des Monts, landing pier, etc.		7,546 15			7,546 15
Ste. Anne de Chicoutimi, wharf			2,760 24		2,760 24
St. Charles de Caplan, wharf		1,142 43			1,142 43
St. Charles de Richelieu, wharf			287 77		287 77
St. Denis de Richelieu, wharf			149 98		149 98
St. Eloi (Temiscouata Co.), wharf			155 40		155 40
Ste. Emelie (Leclercville), wharf			16 00		16 00
Ste. Famille (Ile d'Orleans), wharf			193 38		193 38
Ste. Felicite, wharf			599 13		599 13
St. Francois (Ile d'Orleans, south side), wharf			134 20		134 20
St. Fulgence, wharf	1,948 82		280 95		2,229 77
Ste. Genevieve de Batiscan, approach to wharf		219 90			219 90
St. Gregoire de Montmorency, revetment wall		231 18			231 18
St. Ignace de Loyola, dykes			660 51		660 51
St. Irene les Bains, wharf			588 22		588 22
St. Jean des Chaillons, wharf			631 29		631 29
St. Jean (Ile d'Orleans), wharf			114 28	12 05	126 33
St. Jerome, wharf			1,801 69		1,801 69
St. John's ice-pier, etc.		739 47	18 80	28 80	787 07
St. Laurent (Ile d'Orleans), wharf			1,852 25	105 93	1,958 18
St. Majorique, wharf			400 88		400 88
St. Mathias, wharf				15 00	15 00
St. Methode, wharf			300 70		300 70
St. Michel de Bellechasse, wharf			1,599 67		1,599 67
St. Ours, wharf		50 08			50 08
St. Paul, Ile aux Noix, wharf			777 56		777 56
St. Pierre les Becquets, wharf			37 20		37 20
St. Roch de Richelieu, wharf		952 15			952 15
St. Simeon, wharf			95 14		95 14
St. Ulric, wharf			1,200 00		1,200 00
St. Zotique, reconstruction of wharf		2,039 14			2,039 14
Sabrevois, wharf			1,481 39		1,481 39
Seven Islands wharf, derrick		280 95			280 95
Sorel deep water wharf		7 00			7 00
Trois Lacs (Megantic Co.), wharf approach			96 88		96 88
Trois Pistoles, wharf and breakwater			999 37		999 37
Varennes, protection work		1,232 81			1,232 81
Vaudreuil wharf			74 75		74 75
Woburn, wharf			195 50		195 50
Yamachiche, landing			40 00		40 00
Yamaska, lock and dam			671 15	1,951 73	2,622 88
Generally	12,374 08			36,807 79	49,181 87
Totals, Quebec	181,714 37	1,343,338 47	61,745 84	182,569 31	1,769,367 99
<i>Ontario—</i>					
Abram's Chute (Kenora dist.), removal of boulders		486 90			486 90
Arnprior, wharf				22 50	22 50
Bayfield, piers			1,356 44		1,356 44
Beaumaris, wharf			75 38		75 38
Belleville, wharf, (shed)		200 00			200 00
Big Bay Point, wharf			719 62		719 62
Bobcaygeon, floating wharf				7 50	7 50

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AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
(HARBOURS AND RIVERS— <i>Continued.</i>)	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Ontario—Continued.</i>					
Bowmanville, piers			3,322 83		3,322 83
Bracebridge, wharf			109 06		109 06
Bronte, pier			1,047 38		1,047 38
Bruce Mines, wharf, etc.		346 40			346 40
Burlington Channel, bridge			189 58	5,855 03	6,044 61
Burlington Channel, pier			1,050 00		1,050 00
Burlington, revetment wall		10,441 59			10,441 59
Byng Inlet	18,056 10				18,056 10
Cardinal	8,039 91				8,039 91
Charlton (Nipissing), wharf			113 48		113 48
Christian Island (Simcoe), wharf			554 97		554 97
Chute-a-Blondeau, wharf			45 53		45 53
Cobourg, east pier			13,227 95		13,227 95
" harbour	3,711 18				3,711 18
" Langevin pier			2,491 70		2,491 70
Collingwood graving dock No. 1				15,000 00	15,000 00
" graving dock No. 2				9,208 96	9,208 96
Cumberland, wharf			298 23		298 23
Desbarats, landing float (Algoma)		99 55			99 55
Fighting island	319 33				319 33
Fort William, harbour improvements	163,913 04	62,851 07	616 37		227,380 48
French River, dam			2,745 17		2,745 17
Goderich, harbour improvements			1,094 55		1,094 55
Grand Bend, piers, etc.			181 95		181 95
Haileybury, wharf			1,389 86		1,389 86
Hamilton harbour, improvements	12,877 95				12,877 95
Hawkesbury	14,825 15				
Less, work done for private firms	8,150 01	6,675 14			6,675 14
Juniper Island (Stoney Lake) wharf				20 00	20 00
Kenora, wharf				180 00	180 00
Kincardine, breakwater	6,260 75		2,195 68		8,456 43
Kingston dry dock, revetment walls			8,732 11		8,732 11
" harbour, improvements		45,011 93			45,011 93
Kingsville, piers			198 29		198 29
Lakeport, wharf approach			119 22		119 22
Leamington, wharf			951 05		951 05
L'Orignal, wharf			199 17		199 17
Michipicoten river, wharf			607 99		607 99
Midland	22,930 79				22,930 79
Mmaki, wharf		18 20			18 20
Montreal river (Latchford dam)				2,633 99	2,633 99
Nipissing, wharf			178 50		178 50
New Liskeard, wharf			689 09		689 09
Oshawa, pier			1,219 68		1,219 68
Owen Sound, wharf			3,996 79		3,996 79
Pelee Island, dock			539 20		539 20
Pembroke, wharf			1,679 33		1,679 33
Peterborough (George st.), wharf			580 02	12 07	592 09
Petowawa, wharf			598 59		598 59
Picme Islands (Georgian Bay), improvements	3,830 35				3,830 35
Port Arthur, dry dock				35,641 50	35,641 50
" harbour improvements	38,689 58	10,353 40			49,042 98
Port Burwell, piers	19,148 29		1,910 83		21,059 12
Port Colborne, west breakwater			398 50		398 50
" east breakwater			1,950 00		1,950 00
Port Hope harbour, piers			6,016 75		6,016 75
Port Maitland	9,684 37				9,684 37
Port Stanley, groynes		16,770 18			16,770 18

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AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND RIVERS.					
Ontario—Concluded.					
Port Stanley harbour improvements	19,354 46				
Less, work done for private firms	3,119 67	16,231 79	55,081 98	123 85	71,440 62
Rainy River, protection works.			719 96		719 96
River Thames, removal of boulders, at mouth		11 25			11 25
Robin's Landing, wharf.				25 00	25 00
Rondeau Harbour, erosion in harbour bar, piers, etc.	2,049 87	2,737 75	3,698 39		8,486 01
St. Joseph (Huron Co.), wharf.			400 00		400 00
Sault Ste. Marie, wharf		1,140 72	505 30		1,646 02
Seven Mile Narrows, breastwork-cribs			109 76		109 76
Shrewsbury, pier			187 95		187 95
Silver Centre, wharf.			1,030 66		1,030 66
Southampton, piers			2,987 56		2,987 56
Sturgeon Falls, wharf			213 73		213 73
Thornbury, wharf.			737 01		737 01
Tobermory glance booms				136 61	136 61
Toronto Harbour Improvements—					
Canadian-Stewart contract		875,586 54			875,586 54
Fisherman's Isld (new building)		745 07			745 07
Queen's wharf.				50 00	50 00
Wendover, wharf.		3,457 20	124 75		3,581 95
Wheatley, wharf			227 50		227 50
Windsor, dock.		664 42	51 60	1,200 00	1,916 02
Generally.	7,080 22			14,859 58	21,939 80
Totals, Ontario.	339,502 40	1,116,007 15	74,538 86	84,852 74	1,614,901 15
Manitoba—					
Aines, wharf			1,218 24		1,218 24
Assiniboine river, protection work		1,598 45			1,598 45
Big George island	2,977 38				2,977 38
Gimli (Lake Winnipeg), wharf.			519 60		519 60
Gimli " protection work.			689 26		689 26
Hnansa (Lake Winnipeg), wharf.	1,077 56		1,260 63		2,338 19
Killarney dam.			34 44		34 44
Little Pembina river, diversion into Pelican lake		125 00			125 00
Minette, wharf.		12 87			12 87
Red River, dredging at mouth.	11,520 09				11,520 09
" Park Point, Crescent isld	7,839 39				7,839 39
" Sugar island.	1,029 93				1,029 93
" The Forks.	10,457 79				10,457 79
St. Andrews rapids, lock and dam			300 00	11,189 77	14,489 77
Selkirk shipyard, including arrears of rental thereon.	717 11	7,347 33		3,512 21	11,576 65
Selkirk, slough.	10,632 51				10,632 51
Generally.	1,209 60			3,186 52	4,396 12
Totals, Manitoba.	47,461 36	9,083 65	4,022 17	20,888 50	81,455 68
Saskatchewan and Alberta—					
Generally.	822 50			2,041 27	2,863 77
Totals, Saskatchewan & Alberta	822 50			2,041 27	2,863 77

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AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs	Staff and Maintenance	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND RIVERS.					
<i>British Columbia.</i>					
Ainsworth, wharf			59 47		59 47
Argenta, wharf, (shed)			8 85		8 85
Alice Arm, wharf.			100 00		100 00
Beaton, wharf.			249 56		249 56
Bindlay's Landing, float			221 59		221 59
Bold Point, float			103 99		103 99
Burrville	4,418 28				4,418 28
Burton, wharf.			73 67		73 67
Campbell river, wharf			1,847 18		1,847 18
Canoe Pass	1,817 89				1,817 89
Capilano dam.			294 00		294 00
Christiana creek, fish screen.		484 57			484 57
Clayoquot, wharf			554 33		554 33
Comox, wharf			225 00		225 00
Coquitlam	5,402 85				5,402 85
Courtenay	6,725 67				6,725 67
Crofton, wharf			437 00		437 00
Deas Island	1,591 51				1,591 51
Dignan's Bay (Gabriola Isld.) float			89 89		89 89
Eagle Cliff, float.			475 32		475 32
Edgewood, wharf.			251 75		251 75
Esquimalt, old dry dock.				17,719 46	17,719 46
Fanny Bay float			154 12		154 12
Farrington's wharf (shed)			8 85		8 85
Forest Glen	9,630 34				9,630 34
Fraser river improvements					
Annieville bar	4,129 41				4,129 41
Chilliwick, rem. of snags at Grey					
ell's slough		255 05			255 05
Ebbwne wing dams	2,341 38	2,984 54			5,325 92
Nicomen slough, rem. of boulders.		199 88			199 88
North arm	19,004 41				19,004 41
Sandheads	66,505 09				66,505 09
Snagboat <i>Samson</i>				19,362 15	19,362 15
Soundings generally		4,262 47			4,262 47
Steveston jetty		8,459 93			8,459 93
Westham Isld., wing dams		2,439 33	3,027 51		5,467 84
Gower Point, float.			200 03		200 03
Grace harbour, float			476 41		476 41
Graham's Landing	2,350 39				2,350 39
Gray's Creek, wharf			8 85		8 85
Grantham's Landing, wharf.			34 32		34 32
Haleyon, wharf.			50 00		50 00
Half Moon Bay, float		103 92			103 92
Hammond, wharf			282 22		282 22
Haney, wharf			78 69		78 69
Hatzie, wharf			564 14		564 14
Holberg, wharf			3,242 50		3,242 50
Hope Point, float			19 15		19 15
James Island, wharf			512 00		512 00
Kootenay, wharf			265 62		265 62
Kadner	7,393 15				7,393 15
Langley, wharf			136 32		136 32
Laloeet river	2,269 50				2,269 50
Long Beach, wharf and shed			62 85		62 85
Mc Adams wharf			71 14		71 14
McDonald's Landing, wharf (shed)		390 44			390 44
Mc Kay's landing			139 40		139 40
Matsqui wharf.			102 02		102 02
" wingdam No. 1			641 20		641 20
Metehosin, wharf			787 04		787 04

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AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS & RIVERS.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>British Columbia—Continued.</i>					
Mirror lake, wharf.....			335 34		335 34
Mission, wharf.....			100 50		100 50
Mount Lehman, wharf.....			200 33		200 33
Naas river.....	5,224 50				5,224 50
Nanaimo harbour, impts.....	39,469 24				39,469 24
Needles, wharf approach.....			49 96		49 96
New Westminster, bone yard.....	234 12				234 12
Brunette saw mills.....	1,372 82				1,372 82
Heaps engineering works.....	3,875 08				3,875 08
Nitinat.....	3,650 80				3,650 80
Nootka island, wharf.....			2,489 00		2,489 00
Okanagan river, improvements.....	7,157 88	1,332 34			8,489 42
Pender harbour, float.....			7 60		7 60
Port Coquitlam.....	5,110 18				5,110 18
Port Clements (Queenston), wharf.....			1,596 56		1,596 56
Port Moody, wharf.....			241 99		241 99
Powell River, wharf.....			998 46		998 46
Prince Rupert graving dock (insp.).....				2,533 36	2,533 36
" " quarantine station, wharf.....			2,000 00		2,000 00
Pritchard (Shuswap lake), wharf.....		15 60			15 60
Quatsino, wharf.....			4,336 20		4,336 20
Renata, wharf.....			39 75		39 75
Riverside, wharf.....			309 70		309 70
Revelstoke, mattresses.....		1,995 57			1,995 57
" extension to wing dam.....		59 84			59 84
Robert's Creek, wharf.....			495 96		495 96
Rocky Point, wharf.....			349 52		349 52
Roy, float.....			8 85		8 85
Safety Cove, wharf.....			32 00		32 00
Sapperton, wharf.....			814 42		814 42
Savary Island, wharf.....			248 50		248 50
Sidney Island, wharf.....			1,246 50		1,246 50
Skeena river.....	11,803 48				11,803 48
Smith's Landing (Cortez island) float.....			10 00		10 00
Spintula, float.....			16 00		16 00
Squamish.....	4,129 41				4,129 41
Stave river.....	1,755 41				1,755 40
Syringa Creek, float.....			51 00		51 00
Ucluet, wharf.....			580 00		580 05
Union Bay, wharf.....			6,688 25		6,688 20
Vancouver, False Creek.....	1,121 70				1,121 78
" First Narrows.....	59,264 48				59,264 44
" Harbour improvements.....	228 41	6,515 35	1,692 18		8,435 96
" Parthia shoal.....	55,181 46				55,181 40
Vargas island, wharf.....			19 00		10 00
Victoria harbour.....	121,206 24				
Less, work done for private firms.....	1,389 51	1,370,005 04			1,489,821 77
	119,816 73				
West Demars, wharf.....			194 63		194 63
Whonnock, wharf.....			298 71		298 71
William's Head, quarantine station.....		3,471 44			3,471 44
Willow Point, float.....			449 27		449 27
Generally.....	2,492 15			8,749 51	11,241 66
Totals, British Columbia.....	455,466 92	1,399,966 31	41,867 16	48,364 48	1,945,664 87

9 GEORGE V, A. 1919

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND RIVERS.					
<i>Yukon Territory—</i>					
Yukon river, improvements to navigation		4,272 45			4,272 45
Total, Yukon Territory		4,272 45			4,272 45
<i>Generally—</i>					
General expenses of staff, etc.				10,329 67	10,329 67
Salaries of district engineers, assistants, etc.				381,016 65	384,016 65
Test borings for sundry projected works		9,588 26			9,588 26
Totals, Harbours and Rivers generally		9,588 26		391,346 32	403,934 58
<i>Dredging Plant</i>					
Ontario and Quebec		21,989 42	30,399 10		52,388 52
Total, Dredging Plant		21,989 42	30,399 10		52,388 52

Name of Work.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
SLIDES AND BOOMS.				
River Saguenay			9,027 51	9,027 51
<i>Ottawa District—</i>				
Black river		1,451 28		1,451 28
Coulange river	512 49	1,779 58		2,322 07
Gatineau river	75 85	1,831 09	600 00	2,506 94
Madawaska river		5,853 05		5,853 05
Ottawa river		841 64	28,134 16	28,976 10
Potawawa river		5,860 70		5,860 70
Trent and Newcastle district	2,999 97		201 98	3,201 95
Collection of slide and boom dues			5,656 76	5,656 76
Totals, slides and booms	3,618 31	17,617 34	43,623 71	64,859 36
ROADS AND BRIDGES.				
<i>Quebec and Ontario</i>				
Bryson bridge		595 41		595 41
Chapman bridge		363 13		363 13
Des Jochims bridge		91 05		91 05
Matapedia road		118 95		118 95
" " Pitt Brook bridge		399 03		399 03
Ottawa City bridges and streets maintained by government—				
Chaudiere bridge, Laurier bridge, etc.		5,031 49		5,031 49
Connaught Place and Wellington street			9,091 80	9,091 80
Lighting all above			1,794 75	1,794 75
Minaki, right of way	1 00			1 00
York bridge (Grand river)		370 52		370 52
<i>Alberta</i>				
Banff, old bridge		436 72		436 72
Edmonton bridge		697 86		697 86
Totals, roads and bridges	1 00	8,103 86	10,886 55	18,991 41

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AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Construc- tion.	Repairs.	Staff and Maintenance	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
TELEGRAPH LINES.				
<i>Newfoundland—</i>				
Cape Ray (subsidy).....			250 00	250 00
<i>Maritime Provinces—</i>				
Bay of Fundy lines.....			3,107 45	3,107 45
Cape Breton lines.....		4,504 55	32,747 64	37,252 19
Escuminac line.....		2 07	2,166 71	2,168 78
Prince Edward Island, cable and mainland.....			13,893 32	13,893 32
<i>Quebec Mainland—</i>				
Father Point (subsidy).....			750 00	750 00
North Shore, East of Bersimis.....			28,674 68	28,674 68
" West of Bersimis.....			21,193 03	21,193 03
Dorchester County, lines.....	3,699 88			3,699 88
Quebec County, lines.....	2,372 25		5,244 56	7,616 81
Timiskaming, lines.....			3,288 92	3,288 92
<i>Quebec Island—</i>				
Anticosti system.....			9,267 02	9,267 02
Cable ship "Tyrian".....			57,236 75	57,236 75
Grosse Isles, Isle aux Coudres & Island of Orleans system.....			6,862 76	6,862 76
Magdalen islands system.....			5,148 60	5,148 60
Maritime Provinces and Gulf generally.....			2,741 16	2,741 16
<i>Ontario—</i>				
Pelee Island cable.....			1,574 42	1,574 42
<i>Saskatchewan Lines.....</i>	2,662 88	7,373 33	51,822 05	61,858 26
<i>Alberta Lines</i>	1,559 29	3,093 14	74,944 41	79,596 84
<i>British Columbia and Yukon—</i>				
Ashcroft-Dawson system.....	674 30		219,068 55	219,742 85
British Columbia, mainland system.....	7,574 41	19,176 97	59,311 36	86,062 74
British Columbia, Vancouver island system.....			98,761 90	98,761 90
Telegraph service generally.....			703 12	703 12
Totals, Telegraph Lines.....	18,543 01	34,150 06	698,758 41	751,451 48

9 GEORGE V, A. 1919

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Construc- tion and Improve- ments.	Repairs.	Staff and Maintenance	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
MISCELLANEOUS.				
Surveys:—				
Maritime Provinces			15,597 77	
Quebec			24,297 85	
Ontario			11,265 72	
Manitoba			992 44	
Saskatchewan and Alberta			1,656 26	
British Columbia			8,824 25	
Generally			2,008 00	61,642 29
Upper Ottawa Storage Dams:—				
Broadeur's Township	328 61			
Kippewa dam	531 00			
Latulippe township	15,574 58			
Metering flow	30,027 36			
Quinze dam	17,296 81			
Timiskaming dam	42,185 03			
Generally	28,796 51			131,739 90
Accounts Branch: Salaries and travelling expenses of agents, clerks &c of outside service			20,134 01	20,134 01
Georgian Bay Ship Canal Commission			5,137 89	5,137 89
Gratuities to widows or other representatives of 32 deceased employees, under Civil Service amend- ment Act, Sec. 41			5,901 36	5,901 36
Compassionate allowance to the widow of the late R. J. Barnhart of C.G.S. "Cingalee"			2,000 00	2,000 00
Compassionate allowance to the widow of the late C. Gee of C.G.S. "Petrel"			2,000 00	2,000 00
Compassionate allowances to the widows or other representatives of the late members of the crew of Dredge No. 6 wrecked on 17th January, 1917			17,000 00	17,000 00
Gratuity to Onesime Chayer permanently injured while working on Timiskaming dam			500 00	500 00
Paid Robert Dunbar for reporting proceedings at Coroner's Inquest re fire of Parliament Buildings.			74 40	74 40
Legal services re cases before International Joint Commission			3,371 09	3,371 09
Moment to His late Majesty King Edward VII	2,702 61			2,702 61
Operation and maintenance of inspection boats			40,970 87	40,970 87
River gauging and metering			26,842 29	26,842 29
War Appropriation:—Salaries in connection with Military Service			92,987 89	92,987 89
Totals, Miscellaneous	137,412 51		281,562 09	419,004 60

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AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Concluded.*

Recapitulation.	Dredging.		Construction and Improvements		Repairs.		Staff and Maintenance.		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Totals Public Buildings—										
Nova Scotia			12,662	48	25,827	98	90,688	38	129,178	84
Prince Edward Island			3,753	31	3,122	79	15,322	54	22,198	64
New Brunswick			5,466	36	9,956	55	72,138	08	87,500	99
Quebec			231,927	78	53,223	19	404,790	71	689,941	68
Ottawa buildings			1,759,573	72	522,153	27	996,173	41	3,277,900	40
Ontario (excluding Ottawa)			279,866	86	35,342	58	313,241	54	628,450	98
Manitoba			69,011	46	11,122	46	126,714	79	209,848	71
Saskatchewan			29,394	56	13,871	27	74,965	51	118,231	34
Alberta			237,384	43	9,348	49	109,945	96	356,678	88
British Columbia			38,364	39	16,421	84	141,543	00	196,329	23
Yukon Territory							40,006	17	40,006	17
Public Buildings generally			7,510	53			79,512	33	87,022	86
Totals, Harbours and Rivers—										
Nova Scotia	95,170	45	197,385	05	58,665	66	2,932	47	351,153	03
Prince Edward Island	42,254	55	1,441	24	7,025	95	1,630	28	52,352	02
New Brunswick	378,096	48	243,861	51	51,529	17	2,770	91	676,258	07
Quebec	181,714	37	1,343,338	47	61,745	84	182,569	31	1,769,367	99
Ontario	339,502	40	1,116,007	15	74,538	86	84,852	74	1,614,901	15
Manitoba	47,461	36	9,083	65	4,022	17	20,888	50	81,455	68
Saskatchewan and Alberta	822	50					2,041	27	2,863	77
British Columbia	455,466	92	1,399,966	31	41,867	16	48,364	48	1,945,664	87
Yukon Territory			4,272	45					4,272	45
Harbours & Rivers generally	9,588	26					394,346	32	403,934	58
Totals, Dredging plant			21,989	42	30,399	10			52,388	52
" Slides and booms			3,618	31	17,617	34	43,623	71	64,859	36
" Roads and bridges			1	00	8,103	86	10,886	55	18,991	41
" Telegraph lines			18,543	01	34,150	06	698,758	41	751,451	48
" Miscellaneous			137,442	51			281,562	09	419,004	60
Grand totals of expenditure...	1,550,077	29	7,171,805	96	1,093,054	99	4,240,269	46	14,055,207	70

CONTRACTS, DEEDS AND LEASES.

By J. A. CHASSÉ, LAW CLERK.

STATEMENT No. 1. Contracts let by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918.

DEPARTMENT OF PUBLIC WORKS

9 GEORGE V, A. 1919

Works.	Names of Contractors.	Date of Contract.	Amount.
Public Buildings			
<i>Yam Soota.</i>			
Amherst	Coal per ton.—Bit		\$ cts.
Annapolis	Bit	W. A. Fillmore	6 50
Antigonish	Bit	J. H. Edwards	8 50
Arohat	Bit	E. A. Huley	7 50
Baddeck	Bit	G. P. Terrio	8 50
Bridgewater	Bit	S. W. McDonald	7 50
Canso	Bit	J. S. Esworthy	9 00
Dartmouth	Bit	A. N. Whitman & Son	9 45
Doyle	Bit	Dartmouth Coal & Supply Company	8 00
Glouce Bay	Bit	Dartmouth Coal & Supply Company	8 50
Gray-shorough	Bit	W. E. Van Blarcom	5 45
Halifax	Bit	Dominion Coal Company	8 00
"	Bit	Lewis Hart & Company	7 75
"	Bit	H. D. Mackenzie Company	14 50
"	Anth	H. D. Mackenzie Company	7 75
"	Bit	S. Cuiard & Company	7 75
"	Bit	H. D. Mackenzie Company	7 75
"	roof trusses, etc., over main hall of.	The Maritime Bridge Company, Ltd	Unit prices.
Inverness	Coal per ton.—Bit		March 19, 1918
Kentville	Bit	Inverness R. & C. Company	5 00
"	Bit	C. L. Dodge	7 45
Liverpool	Bit	Kentville Coal Company	8 00
Lunenburg	Bit	Southern Salvage Company	8 00
New Glasgow	Bit	A. H. Anderson	9 35
North Common (Hall-Two (2) barracks for accommodation of two battalions of Infantry. Construction of.	Bit	Acadia Coal Company	7 00
North Sydney	Coal per ton.—Bit	Rate, MacMahon & Company	249,524 00
"	Bit		March 27, 1918
Parrsboro	Bit	H. G. Campbell	5 00
Pictou	Bit	H. G. Campbell	5 00
"	Bit	W. J. Berry	7 00
"	Bit	D. W. English	6 50

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"	Post office	Bit	D. W. English	6 50
Shelburne	"	Bit	Shelburne Shipbuilders	8 90
Springhill	"	Bit	G. W. McKnight	6 00
Sydney	"	Bit	Dominion Coal Company	5 10
" Mines	"	Bit	H. G. Campbell	5 00
Truro	"	Bit	J. H. Kent & Company	7 00
Westville	"	Bit	G. E. Munro	6 00
Windsor	Post office	Bit	F. W. Dimock	6 77
Wolfville	"	Bit	A. M. Wheaton	8 00
Yarmouth	"	Bit	Killam Bros.	2 50
<i>Prince Edward Island.</i>				
Charlottetown	Dominion building	Bit	C. Lyons & Company	45
"	Old bank building	Bit	Geo. E. Full	8 60
"	Experimental farm	Bit	C. Lyons & Company	8 90
"	"	Bit, nut.	C. Lyons & Company	9 50
Georgetown	Post office	Bit	J. A. MacDonald	8 40
Montague	"	Bit	Poole & Thompson	8 45
Souris	"	Bit	Mathews & McLean	9 00
Summerside	"	Bit	R. S. Holman	8 50
Tignish	"	Bit	R. S. Holman	9 65
<i>New Brunswick.</i>				
Bathurst	Post office	Bit	A. C. Branch & Company	9 00
Campbellton	"	Bit	R. K. Shives	8 50
Chatham	"	Bit	H. B. McDonald	9 00
Dalhousie	"	Bit	Clas. Powell	9 00
Fairville	"	Bit	Colwell Fuel Company	8 50
Fredericton	"	Bit	S. L. Morrison	8 25
"	Experimental farm	Bit	S. L. Morrison	9 25
"	New building	Bit	S. L. Morrison	8 25
Grand Falls	Post office	Auth., nut.	J. L. White	12 00
"	"	Auth., egg	J. L. White	12 00
Hampton	"	Bit	J. W. Smith	8 00
Hartland	"	Bit	Parit Hardware Company	9 35
Marysville	"	Bit	S. L. Morrison	9 25
Newcastle	"	Bit	The Stoddart Mercantile Company	8 00
Richibucto	"	Bit	Richard O'Leary	8 45
St. John	Old post office	Bit	R. P. and W. F. Starr	1 75
"	Post office	Auth.	R. P. and W. F. Starr	14 75
"	New post office	Bit	R. P. and W. F. Starr	7 75
"	Savings bank	Auth., egg	J. S. Gibbon & Company	13 75
"	Immigration building	Auth.	R. P. and W. F. Starr	13 75
"	"	Bit	R. P. and W. F. Starr	8 15
"	Custom house	Bit	R. P. and W. F. Starr	1 75
"	Post office	Auth., egg	McGivern	15 00
St. Stephen	Post office	Auth. Egg	Jos. McVay & Son	12 50
"	"	Auth. Nut	Jos. McVay & Son	12 75

9 GEORGE V, A. 1919

STATEMENT No. 1—Contracts let by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918 *Continued.*

Works.			Names of Contractors		Date of Contract.	Amount.
						\$ cts.
<i>Public Buildings—Continued.</i>						
<i>Neu-Brunswick—Continued.</i>						
St. Stephen	Immigration building	Coal per ton	Anth-Stove	Jos. McVay & Son		12 75
Sussex	Post office	"	Bit	Sussex Mercantile Company		8 75
Tracadre (Lacarette)	"	"	Anth-Egg	The Stothart Mercantile Company		17 00
"	"	"	Bit	The Stothart Mercantile Company		11 00
"	Doctor's Residence	"	Anth-Egg	The Stothart Mercantile Company		17 00
Windsorlock	"	"	Anth-Nut	The Stothart Mercantile Company		17 00
"	Post office	"	Anth-Stove	Fleming C. & W. Company		13 50
"	"	"	Anth-Nut	Fleming C. & W. Company		13 50
<i>Quebec</i>						
Acton Vale	Post office	Coal per ton	Anth-Egg	V. J. Mongeau		9 50
Arthabaska	"	"	Anth-Egg	L. O. Pepin & Fils		10 00
Aylmer	"	"	Anth-Egg	Aylmer Coal & Supply Company		9 50
Berthierville	"	"	Anth-Stove	F. Couty Lamarche		9 75
Buckingham	"	"	Anth-Egg	Hart & Adair		8 55
Cap-Rouge	Experimental farm	"	Anth-Nut	Hart & Adair		9 70
Chicoutimi	Post office	"	Anth-Furn	Cote, Davin & Company		10 00
Custack	"	"	Anth-Egg	B. J. Smith & Son		8 90
"	"	"	Anth-Nut	B. J. Smith & Son		9 15
Cookshire	"	"	Anth-Egg	S. T. Osgood & Son		11 00
Drummondville	"	"	Anth-Egg	J. A. Gendron		10 45
Dundee	"	"	Anth-Stove	Mrs. A. S. Matthews		9 00
"	Custom house	"	Anth-Nut	Mrs. A. S. Matthews		9 25
East Angus	"	"	Anth-Egg	J. A. Planché		10 00
Farnham	Post office	"	Anth-Egg	A. B. Gouin		10 00
Fraserville	"	"	Anth-Egg	Lac G. de Charbon de Fraserville		12 50
Granby	"	"	Anth-Egg	Phoenix & Girard		9 00
Hochelaga	"	"	Anth-Egg	Hart & Adair		9 50
"	"	"	Anth-Nut	Hart & Adair		9 50
Hull	"	"	Anth-Furn	Hull Coal Company		9 50
Derbyville	"	"	Anth-Stove	John Donaghy		9 00
Juliette	"	"	Anth-Egg	Ephrem Bolduc		9 25
Juquiere	"	"	Anth-Egg	J. P. Marotte		12 00
Knowlton	"	"	Anth-Furn	A. E. Robson		9 50
Lachine	"	"	Anth-Egg	Lachine Wood and Coal Company		9 50
"	"	"	Anth-Nut	Lachine Wood and Coal Company		9 75
Laculute	"	"	Anth-Stove	J. D. Campbell		12 00

9 GEORGE V, A. 1919

STATISTICS No. 1. Contracts let by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918. *Continued.*

Works.		Names of Contractors.		Date of Contract.		Amount.	
Public Buildings. <i>Continued.</i>							
<i>Quebec.</i>							
<i>Quebec. Continued.</i>							
Immigration building	Coal per ton	Anth. egg	Canadian Import Company			10 90	
Post office	"	fuel	"			10 90	
Civ. General quarters	"	"	"			10 90	
Weights and measures	"	stove	"			10 90	
Public building	Fittings	fuel	Joseph Bourque	Jan. 11, 1918.		1,250 00	
Post office	Coal per ton	Anth. egg	E. J. Pearson			9 50	
	"	"	B. Decoste			10 00	
	"	nut	B. Decoste			10 00	
	"	egg	Talbot Ltd.			10 50	
	"	fuel	Cote, Boyvin & Company			9 50	
	"	fuel	Frederick Young			8 75	
	"	egg	Frederick Young			11 00	
	"	"	C. H. Flannan			9 35	
	"	"	Hart & Adair			9 50	
	"	"	Cadotte & Son			8 35	
Experimental farm	"	nut	Alexis Martin			12 25	
Post office	"	egg	Hart & Adair			11 00	
Experimental farm	"	stove	O. C. Glen			9 80	
Post office	"	egg	Hart & Adair			9 50	
Post office	"	fuel	A. Cadorette			8 50	
Post office	"	fuel	A. Cadorette			8 50	
Post office	"	fuel	J. D. Fournelle			10 00	
Post office	"	egg	J. Donaghy			9 00	
Post office	"	stove	J. Donaghy			9 00	
Post office	"	egg	J. Donaghy			9 25	
Post office	"	stove	C. W. Smiley			9 25	
Post office	"	nut	C. W. Smiley			10 75	
Post office	"	Anth. egg	Albert Hodge			10 75	
Post office	"	Anth. fuel	Canadian Import Co.			10 90	
Post office	"	Anth. egg	"			10 90	
Post office	"	"	A. Blanchard			10 00	
Post office	"	"	M. Leblanc			12 00	
Post office	"	Anth. stove	The J. T. Schell Company	June 29, 1917.		778 00	

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	Lighting of	La Cie Electrique de Champlain	Feb. 12, 1918.	0.10c. per K.W. and 10% discount.
Perrebonne	Coal per ton—Anth., egg	M. Moody & Son Company		9 10
Thetford Mines	" " "	P. E. Beaudoin		14 00
Three Rivers	" " "	% Marchand		10 00
"	Public building	North Shore Power Company	For one year	
"	Supply of electric current for light and power			
"	Supply and installation of Customs and Inland Revenue fittings	The J. T. Schell Company	Nov. 9, 1917	6,725 00
Valleyfield	Coal per ton—Anth., egg	S. Langevin		8 75
Victoriaville	" " "	L. O. Pepin & Son		10 00
Westmount	" " "	Hart & Adair		9 50
Ontario.				
Alexandria	Post office	Morris Bros		8 75
Almonte	"	T. R. White		9 50
"	"	"		9 75
Amherstburg	"	The Falls-Barrow Company		8 50
Arnprior	"	R. S. Drysdale		9 50
Athens	"	G. W. Beach		10 00
Aurora	"	Alf. Butcher		8 75
"	"	"		9 00
Aylmer	"	Jos. Davis		8 75
Barrie	"	Lewis & Co		8 75
"	"	"		9 00
Belleville	"	N. Allen		9 50
Bramanville	"	E. W. Loscombe		9 00
"	"	"		9 00
Bracebridge	"	G. W. Bechstone		9 75
Brampton	"	J. A. Hocking		9 00
"	"	"		9 00
Brantford	"	The Gibson Coal Company		8 40
Bridgeburg	"	E. Benner & Son		7 80
Brookville	"	Brookville Lumber Company		9 00
"	"	"		9 00
Burford	"	Burford C. & G. Company		8 50
"	"	"		9 00
Cardinal	"	E. V. Dodge		9 00
Carleton Place	"	Fred. Morris		8 75
Cayuga	Plumbing and Heating System	F. J. Munnes & Company	Dec. 31, 1917	2,196 00
Chatham	Post office	A. R. Crow		8 00
Chesley	"	M. A. Halliday		10 00
Clinton	"	Chas. Twitchell		8 25
"	"	Chas. Twitchell		8 25
Cochung	"	Geo. Plunkett & Son		8 75
Collingwood	"	Toner & Gregory		9 00
"	"	Toner & Gregory		9 00
Cornwall	"	Jos. Brederick		8 25

STATEMENT No. 1. Contracts let by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918. *Continued.*

Works.	Names of Contractors.	Date of Contract.	Amount.
<i>Ontario—Continued.</i>			
Ottawa—			\$ etc.
Dept. of Militia & Defence— (Mobilization office)	The Steel Equipment Co., Ltd.	May 3, 1917	2,630 00
Public buildings	Office Specialty Mfg. Co., Ltd.	May 4, 1917	10,600 00
Parliament buildings	Montreal Terra Cotta Company	May 7, 1917	11,102 50
"	San Brick Company	May 7, 1917	17,337 50
"	Estate of James Davidson	May 7, 1917	5,200 00
"	National Fireproofing Co. of Canada, Ltd.	May 7, 1917	101,473 75
Dept. of Militia & Defence— (Mobilization and office)	Office Specialty Mfg. Co., Ltd.	May 14, 1917	8,195 00
Dept. of Indian Revenue	The Steel Equipment Co., Ltd.	May 25, 1917	629 00
Post office Dept. (Money Order branch)	"	June 7, 1917	1,075 00
Interior Dept. (Immigration branch)	"	June 7, 1917	445 00
Dept. of Militia & Defence— (Record office)	"	July 9, 1917	675 00
East block (Departmental building)	The Campbell Steel & Iron Works Ltd.	July 18, 1917	3,450 00
Post office Dept. (Postage stamp branch)	The Steel Equipment Co., Ltd.	July 18, 1917	435 00
Victoria Memorial Museum building (National Art Gallery of Canada)	The Steel Equipment Co., Ltd.	July 20, 1917	1,138 00
Parliament buildings	The National Brick Co. of Leominster Ltd.	July 25, 1917	12 00 p.m.
Public buildings	John Henry & Son Ltd., and The C. C. Ray Co., Ltd.	Aug. 7, 1917	Sched. of prices.
Dominion public buildings	Office Specialty Mfg. Co. Ltd.	Aug. 22, 1917	8,200 00
Parliament buildings	Canada Cement Company, Ltd.	Sept. 8, 1917	\$2 18½ per 100 lb.
"	Dartnell Ltd.	Sept. 8, 1917	6,500 00
Departmental buildings	The Canadian Tungsten Lamp Co., Ltd.	Sept. 18, 1917	5,798 50
Parliament buildings	W. J. McFarlane, Ltd.	Sept. 20, 1917	129,900 00
"	Wallace Sandstone Quarries, Ltd.	Sept. 22, 1917	150 708 00

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STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918.—Continued.

Works.		Names of Contractors.	Date of Contract.	Amount.
PUBLIC BUILDINGS.—Continued.				
Ontario Continued.				
Parkhill	Post office	Wm. Leary		cts.
"	"	"		8 50
Pembroke	"	Dunlop & Company		10 10
Peterborough	"	H. B. Taylor & Son		10 00
Pictou	Custom house	"		10 00
"	Post office	W. H. Lake		10 00
"	"	Byatt & Ralston		10 00
"	"	"		10 00
Port Arthur	"	Louis Walsh Coal Co.		9 75
"	"	"		9 75
"	Examining warehouse	Thunder Bay L. & F. Company		9 75
"	"	"		9 75
"	Supply of 30 H.P. at 2,200 volts for 3 years, self-renewing	The Public Utilities Commission of the City of Port Arthur	Oct. 19, 1917	\$1.00 per month p. H.P., 0.02c. per kil. hour first 50 hours, 0.013c. for 2nd 50 hours and 0.0013c. for balance.
Port Colborne	Post office	D. W. Carter		8 65
Port Hope	"	J. M. Rosevear & Company		9 00
"	"	"		9 00
Port Perry	"	C. L. Vickery		10 25
Prescott	Custom House	James Buckley		9 00
"	Post Office	"		9 00
Preston	"	"		9 50
Renfrow	"	Jos. Gillies & Son		11 75
Sandwich	"	James Ward		8 50
Sarnia	"	Eug. Breault		8 75
"	"	Clark Coal Company		9 00
"	"	"		9 00
Sault Ste. Marie	"	Sault Ste. Marie C & W Company		9 75
"	"	"		9 50
Seaford	"	W. L. Keys		8 00
Shelburne	"	Jelly & Mowatt		9 00

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Shelburne.....	Post office.....	Coal per ton—Anth., stove	Jelly & Mowatt.....	9 00
Smiths Falls.....	"	" nut.....	C. H. Crozier & Company	10 00
Steeleton.....	"	" nut.....	"	10 00
"	"	" stove.....	Sault Ste. Marie C & W Company	10 00
Stratford.....	"	" egg.....	"	9 50
Strathroy.....	"	" furn.....	Fiebig & Heggy.....	8 25
St. Catharines.....	"	" nut.....	R. W. Nicholson.....	9 25
St. Marys.....	"	" egg.....	Cloney & Winton.....	9 50
"	"	" egg.....	A. Deveney.....	9 50
St. Thomas.....	"	" nut.....	"	8 70
Sudbury.....	"	" egg.....	F. J. Moore.....	9 50
Toronto.....	Custom House	furn.....	W. H. Cox Coal Co	9 50
"	"	Grate.....	P. Burns & Company	9 50
"	"	Anth., nut.....	"	9 50
"	"	" stove.....	"	9 50
"	"	" egg.....	"	9 50
"	Express Building	" nut.....	"	9 50
"	"	" nut.....	"	9 50
"	Examining Warehouse	Anth., egg.....	"	9 50
"	"	" furn.....	"	9 50
"	Post Office	" stove.....	"	9 50
"	"	" nut.....	"	9 50
"	"	" nut.....	"	9 50
"	52 Adelaide St.	" egg.....	"	9 50
"	22 Adelaide St.	" egg.....	"	9 50
"	Postal terminals	Coal per ton—Anth., nut	"	9 50
"	Postal station "D"	Anth., egg.....	"	9 50
"	" "F"	Anth., egg.....	"	9 50
"	" "F"	Anth., nut.....	"	9 50
"	" "G"	Anth., egg.....	"	9 50
"	" "K"	Anth.....	"	9 50
"	" "K"	Anth., egg.....	"	9 50
"	Revenue office	Anth., nut.....	"	9 50
"	"	Anth.....	"	9 50
"	P. O. garage	Anth., furn.....	"	9 50
"	"	Anth., egg.....	"	9 50
"	"	Anth.....	"	9 50
"	59 Victoria St.	Anth., egg.....	"	9 50
"	"	Anth., nut.....	"	9 50
"	"	Anth.....	"	9 50
Toronto	Post office	Anth., egg.....	J. G. Squire.....	8 50
"	Public building	Alterations, etc. to P.O., fittings, etc.	J., R. J., J. E. & R. E. Whitley.....	1,006 00
			Sept. 8, 1917.	

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STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918.—*Continued.*

Works.		Names of Contractors.	Date of Contract.	Amount.
PUBLIC BUILDINGS—Continued.				
Ontario—Concluded.				
Uxbridge	Post office	Moore Bros.		8 80
Walkerton	"	"		9 20
Walkerville	"	Alex. George		9 06
Waterloo	"	Woodlatt		9 25
Welland	"	W. Hogg		8 75
Whitby	"	O. W. Rice Company		8 75
Wingham	"	E. R. Blow		9 50
Woodstock	"	J. A. Maclean		9 00
	"	"		9 00
	"	A. Hastings & Son		9 00
Manitoba.				
Brandon	Experimental farm	T. E. Elviss		13 00
"	"	"		9 75
"	Post office	Bardley & O'Hara		13 00
"	"	T. E. Elviss		9 75
"	Immigration building	Bardley & O'Hara		5 00
"	"	"		13 00
"	Experimental farm	A. E. Bullock	Sept. 25, 1917	21,959 60
				and unit prices for any additional work.
	Horse barn, construction of	A. E. Bullock	Sept. 25, 1917	13,030 90
				and unit prices for any additional work.
	General utility building and shed	A. E. Bullock	Sept. 25, 1917	7,211 00
				and unit prices for any additional work.
Carman	Post office	Western Coal Company		11 35
Dauphin	"	"		12 15
Deloraine	"	Wm. Chalmers		14 65
"	"	"		11 00
Emerson	"	Western Coal Company		10 70

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STATEMENT No. 1. — Contracts let by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918. *Continued.*

Works.		Names of Contractors.		Date of Contract.	Amount.
PRINCIPAL BUSINESS—Continued.					
Alberta—Continued.					
Lethbridge	Post Office	Coal per ton—	Bit., Can.		5 37½
"	New Public Building	"	Bit.		5 37½
"	Experimental Farm	"	Bit.		4 80
Peace River	Post Office	"	Bit.		8 50
Red Deer	Public Building	"	Bit.		5 50
Strathcona	Post Office	"	Bit.		5 00
Verdon	Immigration Office	"	Can., Anth.		8 75
"	Post Office	"	Anth., stove		8 75
Viking	Immigration Office	"	Can., Anth.		15 50
"	"	"	Bit., Can.		10 00
Wainwright	"	"	Bit., Can.		6 60
Wetaskiwin	"	"	Bit.		6 70
Saskatchewan.					
Battleford	Post Office	Coal per ton—	Bit.		8 00
"	"	"	Blainmore		9 75
"	"	"	Bit.		8 00
Estevan	"	"	Anth., egg		13 75
Gravelbourg	"	"	Bit., Can.		2 30
"	"	"	Anth., stove		15 25
"	"	"	Bit.		10 75
Humboldt	"	"	Anth., furn.		8 00
Indian Head	Experimental Farm	"	Anth., egg		13 00
"	"	"	Bit.		9 50
"	Forest Nursery	"	Anth., egg		13 00
"	"	"	Anth., stove		13 00
"	"	"	Bit., Can.		9 50
Kendall	Immigration Office	"	Bit.		6 00
Lloydminster	" Hall	"	Bit., Can.		6 00
"	Post Office	"	Bit.		6 00
Maple Creek	"	"	Anth., furn.		14 00
"	"	"	Bit., Can.		8 00
Melfort	"	"	Can., Anth., stove		12 40
Moose Jaw	"	"	Anth., egg		12 10

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Moosejaw.....	Immigration building.....	Coal per ton—Bit-Can.....	W. Hannah.....	Feb. 16, 1918..	8 75
".....	Public building.....	Extension to observat. gallery in.....	H. E. Forbes.....		1,028 40
North Portal.....	Immigration building.....	Coal per ton—Anth., nit.....	F. R. Waddington.....		15 50
".....	".....	Bit.....	".....		5 50
Regina.....	Post office.....	Anth., furn.....	Whitmore Bros.....		12 50
".....	".....	".....	".....		12 50
".....	".....	Bit.....	".....		9 25
".....	Immigration hall.....	Bit.....	".....		9 25
".....	Receiver General's office.....	Bit.....	".....		8 50
".....	Alter. to Customs express off. & e'x'g. w' house in Dom. Lands b'ld'g.....	Bit.....	Wilson & Wilson, Ltd.....	Oct. 5, 1917..	2,785 00
".....	Dom. Lands building.....	Electric elevator in.....	Otis-Pensom Elevator Co. Ltd.....	Nov. 7, 1917..	1,135 00
".....	Old Royal Bank building.....	Alterations for post office purposes.....	Wilson & Wilson, Ltd.....	Dec. 12, 1917..	7,900 00
Roskern.....	Experimental farm.....	Coal per ton—Bit.....	Reliance Lumber Company.....		9 50
Saskatoon.....	Post office.....	Anth., egg.....	McKenzie & Thayer.....		9 50
".....	Immigration building.....	Anth., egg.....	".....		9 50
Scott.....	Experimental farm.....	Anth., egg.....	Beaver Lumber Company.....		11 50
".....	".....	Bit.....	".....		8 50
Sutherland.....	Nursery station.....	Water service.....	The Corporation of the Town of Sutherland.....	May 30, 1917..	11c. p. 100 c. ft.
Unity.....	Immigration building.....	Coal per ton—Bit.....	Unity Lumber Company.....		7 00
Wadena.....	".....	Bit.....	Prince Rupert L. Co.....		8 75
Weyburn.....	Post office.....	Bit.....	Critenden & Gilchrist.....		8 50
Wilkie.....	Immigration building.....	Bit-Can.....	Reliance Lumber Company.....		10 00
".....	".....	Anth., stove.....	".....		15 50
Yorkton.....	Post office.....	Anth., egg.....	C. S. Hiltgen & Company.....		14 00
".....	".....	Bit.....	".....		9 00
<i>British Columbia.</i>					
Ashcroft.....	Temporary Public building.....	Construction of addition to.....	Edward Hunt.....	Sept. 26, 1917..	457 00
William Head.....	Supply of water from Sooke Lake, B.C., for "Quarantine sta.".....		C. H. Rush & Corporation of City of Victoria.....	Feb. 20, 1918..	6c. p. 1,000 galls. during 21 years. (Renewable.)

The following contract was received too late for insertion in last year's (1916-1917) annual report.

Shawinigan Falls.....	Public bld'g.. Concrete paving, repairs to sidewalk, levelling, etc.....	Moise Boisvert.....	Aug. 15, 1915..	438 40
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Statement No. 1. Contracts let by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918. *Continued.*

Works.		Names of Contractors.	Date of Contract.	Amount.
HARBOURS AND RIVERS				
<i>Nip. Brunswick.</i>				
Hardwicke (McLean's Gully).	Dredging	F. A. Powrie	Feb. 4, 1918	0 35
St. John (Sand Point Ship)	Grain conveyor at shed No. 5	J. A. Grant & Eln. C. Thorne	Nov. 19, 1917	7,000 00
St. John West	Tracks for Gov't. to serve shed No. 16 on west side of Harbour.	Canadian Pacific Railway Company.	April 12, 1917	Actual cost plus commission of 10 p.c. of such costs for overhead charges including original construction and annual maintenance, 0 10
St. John West	Cleaning up deep water berths	J. S. Gregory	Nov. 2, 1917	
<i>Quebec.</i>				
Laprairie	Protection works (improvements and completion of protection dyke)	Quinlan & Robertson Ltd.	Sept. 24, 1917	Actual cost of said works plus 10 p.c.
Lavon	Transmission pole line between new and old dry docks	Wright & Loneragan	" 12, 1917	3,693 00
St. Charles River	Steel plate girder bridge over the sluiceways	Dominion Bridge Company, Limited	Nov. 5, 1917	Actual cost of work plus 10 p.c. not to exceed 31,866 00
St. Germain de Rimouski	Extension of water service to Government wharf	Municipal Council of Town of St. Germain de Rimouski	Feb. 15, 1918	6,000 00
St. Germain de Rimouski	Supply of water to Government wharf	"	" 15, 1918	300 00 p. annum during 10 yrs.

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<i>Ontario.</i>					
Fort William.....	Dredging.....	Additional quantity of 184,295 cu. yds. Class "B" in Main River.	Great Lakes Dredging Company, Limited....	Mar. 28, 1918	0 22½
"	For cutting away point of bend in Kamistiquia river, Ont.	Class "B" p.e. yd	"	"	28, 1918
Point Edward.....	Removal of any obstruction which may form in bed of river St. Clair, Ont.	Class "A" p.e. yd	The Chick Contracting Co. Ltd.	Aug. 17, 1917	10½c, plus 0 5c. overtime.
Port Arthur.....	Additional dredging at wharf.	Class "A" p.e. yd	W. E. Plin.....	"	2 00
"	"	"	"	"	0 13
"	Temporary pile-protection break-water	Construction of	The Thunder Bay Harbor Improvement Co. Ltd.	Dec. 31, 1917	Schedule of prices.
<i>Manitoba.</i>					
Selkirk.....	Supply of electric power to Government shipyard.		Town of Selkirk	Mar. —, 1918	Minimum charge \$26.00 p. m th, during 18 m ts from Mar. 1918
St. Andrews Locks	Supply of electric power for lighting public works on Red River, Man.		The Winnipeg Selkirk & Lake Winnipeg R'y Co.		600 00 p. annum
<i>British Columbia.</i>					
Vancouver.....	Wooden freight shed and fireproofing of grain conveyor supports on west side of wharf		J. P. Hodgson & F. T. Ring.....	Mar. 5, 1918	128,274 00
Victoria.....	Shed required for accommodation in connection with piers Nos. 2 and 3. Construction of		Grant Smith & Co. & McInnery Ltd	Sept. 12, 1917	Actual cost of said works plus 10 p.c.
VESSELS DREDGES AND PLANT.					
Supply of brooms and brushes for departmental dredging plant for Ontario and Quebec, for 1917-1918.			The Baekett Bros. Company, Limited.....	April 18, 1917	Schedule of prices.
" rubber hose for departmental dredging plant for Ontario and Quebec, for 1917-18			Canadian Consolidated Rubber Co. Ltd.	"	"
"	"	"	Goodyear Tire & Rubber Co. of Canada Ltd.	"	"
"	"	"	Dunlop Tire & Rubber Goods Co. Ltd.	"	"
" metallic hose	"	"	The Canadian Fairbanks-Morse Co. Ltd.	"	"
" oils and grease	"	"	The Imperial Oil Company Limited.	"	"
" packing	"	"	The Garlock Packing Company.....	"	"
"	"	"	The General Supply Co. of Canada, Ltd.	"	"
" paints and paint oils for departmental dredging plant for Ontario and Quebec, for 1917 1918.			Ottawa Paint Works Ltd.	"	"
" screened coal for departmental dredging plant for Nova Scotia and New Brunswick, for 1917-1918.			Southern Salvage Company Ltd.	"	7 50 per ton.
" wick, for 1917-1918.			The Canadian Fairbanks-Morse Co., Ltd.	"	Schedule of prices.
" metallic hose for departmental dredging plant for Nova Scotia and New Brunswick, for 1917-1918.			Goodyear Tire & Rubber Co. of Canada Ltd.	"	"
" rubber hose for departmental dredging plant for Nova Scotia and New Brunswick, for 1917 1918.				"	"

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STATEMENT No. 2. Properties purchased or sold by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918.

Date of Conveyance.	Vendors.	Purchasers.	Description of Property.	For what purpose.	Area.	Price.
1917						\$ cts.
April 5	Achille Verhelst	His Majesty	Release for all claims, etc., re damages caused by flooding of lots 26, 27 and 28, Range 2, Township of Fabre, District of Timiskaming, Que.	Timiskaming Reservoir Dam.		200 00
" 23	Provincial Government of New Brunswick.	His Majesty	Transfer of wharf site, St. George, N.B.	Government purposes.		Free transfer.
" 23	His Majesty	Eugene Frigon	Grant of tract of land being part of lot No. 1 Subdivision of lot No. 380, La Malbaie, Que.	Private enterprise.		Free grant.
" 24	"	W. S. Lague, Ltd.	Indefinite re lands and property conveyed, Shippegan, N.B.	Wharf.		350 00
" 25	"	Wm. G. Rogers.	Grant of land, being parts of lots Nos. 13 and 14, Block "O" Gananoque, Ont.	Private enterprise.	60 ft. x 60 ft.	2,510 00
" 25	Bruno Ponsault	His Majesty	Release for all claims, etc., re damages caused by flooding of lot No. 52, Township of Gaspes, Que.	Timiskaming Reservoir Dam.	47 acres.	17 00
May 1	Mrs. Eugene Frigon	"	Conveyance of land, St. Etienne de La Malbaie, Que.	Government purposes.	101 25 feet.	Exchanged for parcel of land transferred to her by the Crown
" 5	Department of Public Works.	Department of Militia and Defence.	Temporary transfer of Martello Hotel, St. John, N.B.	Quarters for troops.		Free transfer.
" 8	Provincial Government of New Brunswick.	Department of Public Works.	Transfer of water lot, St. Nicholas River, South Branch, N.B.	Wharf.	0 07 acres.	"
" 9	"	Provincial Government.	Transfer of wharf with site thereof and approach thereto, Leonardville, Deer Island, N.B.	Government purposes.	23,400 sq. ft.	"
" 12	Halecyon Hot Springs Co., Ltd.	His Majesty	Transfer of part of lot No. 100, Group 1, Halecyon, B.C.	Wharf.	0 28 acres.	1 00
" 14	Certificate of Title	"	Sale of land, most westerly 78 feet through town of lots Nos. 36, 37 and 38, Block 13, Townsite of Lloydminster, Sask.	Site for Public Building		
" 18	Hudson Bay Company	His Majesty	Sale of lot No. 1, Block 4, Dumvegan, Alta.	Telegraph offices		175 00
" 28	Provincial Government of New Brunswick.	Provincial Government.	Transfer of water lot on western side of Bass River, N.B.	Government purposes.	0 1 acre.	Free transfer.

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" 29	Notice of Expropriation	Toronto Harbour Commissioners	Expropriation of land being part of lot No. 44, Range IV and lot No. 44, Range III, Township of Guignes, Timiskaming, Que. Quit claim, 1st re water lot "B," north of new western channel, and 2nd re water lot "C,"	Timiskaming Dam. Reservoir 119.96 acres.
" 30	His Majesty	Toronto Harbour Commissioners	Expropriation of land being part of lot No. 44, Range IV and lot No. 44, Range III, Township of Guignes, Timiskaming, Que. Quit claim, 1st re water lot "B," north of new western channel, and 2nd re water lot "C,"	Harbour improvements. Lot "B" 43.7 acres-Lot "C" 9.70 acres. ....	.....
" 31	Notice of Expropriation .....	.....	Expropriated land at township of Guignes, Timiskaming, Que.	Timiskaming Reservoir 35.68 acres. ....	.....
June 15	Provincial Government of New Brunswick.	Dominion Government	Transfer of wharf with site thereof and approach thereto, Bayside, N.B.	Government purposes. 14,500 sq. ft.	Free transfer.
" 15	"	"	Transfer of wharf with site thereof and approach thereto, Beaver Harbour, N.B.	"	"
" 16	Frederick C. Duce, et ux	His Majesty	Sale of part of lot No. 8, Block 3, Plan 5A, Shelburne, Ont.	Public Building Drainage	150.00
" 20	Provincial Government of New Brunswick.	Dominion Government	Transfer of wharf with site thereof, Kennebecasis Island, N.B.	Government purposes. 17,070 sq. ft.	Free transfer.
" 20	"	"	Transfer of wharf with site thereof, Bayswater, N.B.	"	"
" 21	The Grand Trunk Pacific Railway Company.	His Majesty	Conveyance of a strip of land, 30 feet in width, forming part of portion of Fort William, Ont., Indian Reserve.	Kaministiquia and Mission River Impts. 13.85 acres.	1.00
" 22	Provincial Government of New Brunswick.	Dominion Government	Transfer of Hatfields wharf, Springfield, N.B.	Government purposes. 9,236 sq. ft.	Free transfer.
July 16	Notice of Abandonment	"	Transfer of water lot on Monies River, N.B.	Landing wharf.	"
" 28	His Majesty	Ottawa Car Mfg. Co., Ltd.	Abandonment of land, being lot No. 14, north side of Beach road, Windsor, Ont.	Government wharf.	700.00
" 28	Estate-Edouard Ruel.	His Majesty	Sale of Bollock motor generator set. ....	.....	1,200.00
Aug. 17	Government of Prince Edward Island.	Dominion Government	Sale of lot No. 5 east part of village of Lauzon, Que.	Government purposes.	Free transfer.
Sept. 13	Alex. Caya.	His Majesty	Transfer of that piece of land and land covered by water near north eastern end of Ferro road, Cardigan South, P.E.I.	Timiskaming Reservoir 106 acres.	100.00
" 14	City of Quebec.	"	Release for all claims, etc., for damages caused by flooding of lot No. 41, R. II, Tp. of Fabre, Timiskaming, Que.	St. Charles River Improvements, Site for wharf. 6,638 sq. ft.	Free grant.
" 26	Notice of Expropriation	His Majesty	Conveyance of land being part of lot No. 513, 6th, parish of St. Roch Nord, Que. ....	..... 6 acres.	10,411.59
" 29	D. G. Stewart.	His Majesty	Expropriation of land being lot No. 41, Natashquan, Que. ....	.....	4,000.00
Oct. 1	Samuel E. Leacy (widow).	"	Release for all claims, etc., re contract for revetment wall, Burlington, Ont.	Site for Post Office. ....	.....
" 2	Notice of Abandonment .....	.....	Grant of part of village lot No. 1, R. I of village lots, Cardinal, Ont.	Site for wharf. 10 acres. ....	.....
" 17	Notice of Expropriation .....	.....	Abandonment of land on east side of Natashquan harbour, Que.	Quinze Lake Reservoir. ....	.....
Nov. 7	Katherine A. McKay (widow).	His Majesty	Expropriated land, Tp. of Latulippe, Pontiac Co., Que.	Site for Pub. Bldg. 12,710 sup. ft.	5,037.11

9 GEORGE V, A. 1919

STATEMENT No. 2. Properties purchased or sold by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918. *Continued.*

Date of Conveyance.	Vendors.	Purchasers.	Description of Property.	For what purpose.	Area.	Price.
						\$. cts.
1917.						
Nov. 7	His Majesty David John Barker.	J. A. Corrigan, His Majesty	Sale of building at Grand Mere, Que., right and privilege to dig and excavate a trench across, under and through a portion of his land, Picton, Ont.	Private enterprise Drainage of Pub. Bldg.	.....	800 00
" 12	The Watsons Engineering Works, Ltd.	"	Bill of sale re steam tug "Dorothy Symons".	.....	.....	1 00
" 17	Eusola Boucher	"	Release for all claims for damages caused by flooding of lot No. 19, R. IV, Tp. of Gringues, Timiskaming, Que.	Timiskaming Reservoir Dam.	71 46 acres.	71 46
" 20	Archie McLaren	"	Release for all claims for damages caused by flooding of Lake Quince, Que.	"	.....	250 00
" 21	John David Pye and Stella May Pye.	"	Sale of land, Farm Securo, N.S.	Site for wharf.	0 57 acres.	75 00
" 21	Eugene St. Pierre	"	Release for all claims for damages caused by flooding of lot No. 42, R. IV, Tp. of Gringues, Timiskaming, Que.	Timiskaming Reservoir Dam.	50 03 acres.	50 00
" 27	E. V. Dodge	"	Purchase and removal of old shed standing on post office property at Cardinal, Ont.	.....	.....	77 50
" 29	His Majesty	Thomas Lawson & Sons, Ltd.	Sale of scrap-iron and wrought iron, Victoria Island shipyard, Ottawa, Ont.	.....	.....	1,342 10
Dec. 17	Certificate of Title	.....	Certificate of title re portion of lot No. 57, St. James parish, Winnipeg, Man.	Drill Hall Site	.....	Exchange of property.
" 19	Certificate of Ownership	.....	Certificate of ownership re portion of block 336 and re lots Nos. 328, 329, 332, 333, 336, 337, 340 and 341 on north side of McDeville St., and lots Nos. 330, 335, 338, 339 and 342 on south side of Scott St., New Liskeard, Ont.	Timiskaming Reservoir Dam.	.....	.....
" 24	Notice of Expropriation	.....	Expropriation of land being part of lot No. 8, 1st Con., Tp. of Neelings, Fort William, Ont.	Kaministiquia River Im- provements.	2 61 acres.	.....
" 31	Alphonse Letellier	His Majesty	Sale of part of lot No. 5, Village of Lauzon, Que.	Dry Dock	28,555 sq. ft. eng. measure.	8,747 49

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1918.	John L. Murphy, <i>et al.</i>	His Majesty.....	Grant of land being composed of lot No. 14 on north side of Sandwich St., Windsor, Ont.	Government Wharf.....	0.56 acres.....	1 00
Jan. 2.....	Dept. of Indian Affairs.....	Dept. of Public Works, Village of Port Credit.....	Transfer of portion of lot No. 29, Richibucto Indian Reserve, N.B.	Moulires River Wharf.....	Free transfer.....	
" 4.....	Dept. of Public Works.....	Corporation of Village of Port Credit.....	Permission to improve portion of roadway running through Government property.			
" 17.....	Notice of Abandonment.....		Abandonment of land forming part of lots Nos. 2, 4 and 5, Village of Lanou, Que.		137,269 sq. ft. Eng. measure.....	
" 19.....	Certificate of Title.....	His Majesty.....	Certificate of title re lot No. 195, being portion of lots Nos. 57 and 58, St. James parish, Winnipeg, Man.	Drill Hall Site.....	Exchange of property.....	
" 28.....	Pacific Telephone & Telegraph Co.....	Govt. Telegraph Service.....	Agreement re operation of line from Oxygon to Kamloops, B.C., via Fairview, Hedley, Princeton and Nicola, B.C.		During pleasure.....	
" 29.....	Certificate of Title.....		Certificate of title re portion of lot No. 57, St. James parish, Winnipeg, Man.	Drill Hall Site.....	Exchange of property.....	
Feb. 6.....	Notice of Expropriation.....		Expropriation of westerly $\frac{1}{2}$ of lot No. 12 and lot No. 11, and easterly $\frac{1}{2}$ of lot No. 10, northerly side of Albert St., Ottawa, Ont.	Site for Office Building.....	29,739 sq. ft.	
" 6.....	Joseph Paquin.....	His Majesty.....	Release for all claims for damages caused by flooding of lot No. 13, R. IX, Tp. of Latulippe, Timiskaming, Que.	Quinze Lake Dam.....	20.15 acres.....	440 00
" 7.....	William Hamel.....	"	Release for all claims for damages caused by flooding of lot No. 1, R. II, Tp. of Latulippe, Timiskaming, Que.	Timiskaming Reservoir Dam.....	4.10 acres.....	60 50
" 18.....	Bruno Beaudet.....	"	Release for all claims for damages caused by flooding of lot No. 36, R. V, Tp. of Latulippe, Timiskaming, Que.	Quinze Lake Dam.....	80.04 acres.....	500 00
" 20.....	Chas. Rivault.....	"	Release for all claims for damages caused by flooding of lot No. 5, R. IX, Tp. of Latulippe, Timiskaming, Que.	Timiskaming Reservoir Dam.....	47.75 acres.....	610 00
" 20.....	J. A. Fugere (P.P.).....	"	Release for all claims for damages caused by flooding of lot No. 21, R. VII, Tp. of Latulippe, Timiskaming, Que.	"	4.35 acres.....	228 25
" 21.....	James K. Green.....	"	Release for all claims for damages caused by flooding of part of lot No. 9, Tp. of Casey, Timiskaming, Ont.	"	38.5 acres.....	287 50
" 25.....	Wm. R. Reay.....	"	Release for all claims for damages caused by flooding of lot No. 3, on east side of Lake Shore road, Tp. of Dymond, Ont.	"		100 00
" 27.....	North Coast Land Co., Ltd.	"	Sale of lot No. 15, Block 20, Telkwa, B.C.	Site for Telegraph Office.....		150 00
Mar. 4.....	Omer Hamel.....	"	Release for all claims for damages caused by flooding of lot No. 1, R. I, Tp. of Latulippe, Timiskaming, Que.	Quinze Lake Dam.....	68.25 acres.....	975 00
" 11.....	Ovila Brosseau.....	"	Release for all claims for damages caused by flooding of lot No. 29, R. VI, Tp. of Latulippe, Timiskaming, Que.	"	88.50 acres.....	900 00

STATEMENT No. 2. Properties purchased or sold by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918.—*Concluded.*

Date of Conveyance.	Vendors.	Purchasers.	Description of Property.	For what purpose.	Area.	Price.
1918						£ cts.
12	Notice of Abandonment		Abandonment of easterly 2 feet of lot No. 10 on south side of Queen St., and easterly 2 feet of lot No. 10 on northerly side of Albert St., Ottawa.		396 sq. ft.	
16	His Majesty	Canadian Pacific Railway Co.	Grant of land in vicinity of East Mountain Lake, Sask.	Right of way of Regina and Tullyva Branches of C.P.R. Co.		
20	Wong Jood	His Majesty	Surrender of lease and release for all claims for damages caused by removal from lots Nos. 10 and 11, north side of Albert St., Ottawa, Ont.	New Government Office Building.		50 00

The following items were received too late for insertion in last year (1916-1917) annual report.

1901						
June 27	Thomas Smith	His Majesty	Sale of portion of river lot No. 103, between River road and Red River, Man.	St. Andrews Resque Lock and Dam.		
1915						
Nov. 15	Carter Halls Aldinger Co., Ltd.	"	Receipt in full settlement of all claims re Winnipeg, Man., drill hall contract.			5,463 56
1916.						
May 15	Certificate of Title		Transfer of portion of s.w. 4 of Sect. 20, Tp. 5, R. 16, Ninette, Man.	Site for wharf		Free transfer.
Dec. 4	La Cie des Peres Oblats de Marie Immaculee.	His Majesty	Release for all claims for damages caused by flooding of lands between lots Nos. 1-582, 1-583, Ville-Marie, Que.	Triniskaming Reservoir Dam.		160 00
" 5	Louis Pilon	"	Release for all claims for damages caused by flooding of lot No. 584, Ville-Marie, Que.	" "		90 50

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1917.

Jan. 16...
Feb. 27...
Mar. 6...
" 20...
" 28...

J. L. Légaré ...
Joseph Pelchat...
Margaret Hunting...
Notice of Expropriation...
Cyprien Descaignes et al.

"
"
"
His Majesty ..

Grant of west 1/4 of lot No. 7, block 5, Willow Bunch, Sask.
Release for all claims for damages caused by flooding part of lot No. 46, R. 2, Tp. of Fabre, Timiskaming, Que.
Release for all claims, etc., in re 1st that certain parcel of land being part of lot No. 24, on n.w. cor. of John and Main Sts, and 2nd, of certain parcel of land being part of lot No. 24, on w. cor. of John and Main Sts, Hamilton, Ont.
Expropriation of land at Port Hastings, N.S.
Institution of servitude on part of lot No. 37, R. 3, Tp. of Guigues, Timiskaming, Que.

Telegraph Office.
Timiskaming Reservoir
Dam.
Site for Public Building..
Road to wharf
Timiskaming Reservoir
Dam.

200 ft. x 100 ft..
.....
.....
.....
1 acre, ...
22 1/2 acres.....

Free grant.
120 00
85,330 00
plus interest
5%
370 00

9 GEORGE V, A. 1919

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918.

Date of Lease	Lessor	Lessee	Description of Property	For what purpose	Duration of Lease	Rental
Apr. 1	La Banque Nationale	His Majesty	Lease of room No. 68 on 5th and room No. 52 on 4th floor of building, Rideau st., Ottawa, Ont.	National Service	From month to month, from Mar. 25, 1917	8 cts. 125 p. month (monthly).
" 9	N.A.A. Trust Co., Ltd.	"	Lease of 425 sq. ft. on 2nd floor of "Board of Trade Bldg." Calgary, Alta.	Inspector of Weights and Measures	1 year from Apr. 30, 1917	303.25 p. ann.
" 14	"	"	Lease of four floors of "Lowe-Martin Bldg." 175 Nepean st., Ottawa, Ont.	Militia and Defence	5 years (area 20 000 sq. ft.)	to 40c. p. ann. per sq. ft.
" 16	"	"	Lease of building at Weymouth, N.S.	Post Office	1 year from June 1, 1917	200 per annum.
" 19	Okanagan Telephone Co.	Public Works Department	Rental of space on Co's pole line, Vernon to Penticton, B.C.	Gov't purposes	During pleasure (84 miles at 84 per mile.)	336 p. annum.
" 24	Capital Storage Company, Ltd.	His Majesty	Lease of 3rd floor of building, cor. Emmett & Lewis sts., Ottawa, Ont.	Militia and Defence	1 year from Apr. 17, 1917	1,530 p. ann.
" 28	La Cie d'Imprimerie et de Publication de Trois-Rivières	"	Lease of 170 sq. ft. on 1st floor of Bldg No. 27 Platon st., Three Rivers, Que.	Public Works Dept.	From 1st May 17 and thereafter from month to month	20 per month (monthly.)
" 30	Jarvis Verner McLellan	"	Lease of two rooms and vault in bldg 91 Prince William st., St. John, N.B.	Naval Service Dept.	From 1st May 17 to 1st Dec. 17	20.84 p. month (monthly.)
May 1	Eugene Gravel	"	Lease of a two story frame bldg, Donnelly (Falcon) Alta.	Immig. Hall	3 yrs. from 1st May, 1917	50 per month.
" 1	"	"	Lease of lots Nos. 22, 23 and 24, block 1, Spirit River, Alta.	Immig. Hall	5 yrs. from 1st May, 1917	5 per annum.
" 8	"	"	Lease of ten rooms on two floor and part of basement in bldg, cor. Sparks & Metcalfe sts., Ottawa, Ont.	Geological Survey	1 yr. from 7th Apr., 17	3,056.50 p. ann. and 6% on cost of vault.
" 11	"	"	Lease of 3rd, 4th and 5th floors of "Standard Bank Bldg." Sparks st., Ottawa, Ont.	Auditor General	5 yrs. from date of occupation	5,670. p. ann.
" 11	"	"	Lease of rooms on 3rd, 4th and 5th floors of "Canada Life Bldg." Ottawa, Ont.	National Service	1 yr. from 8th Apr. 17	188.62 p. m. th.
" 14	"	"	Lease of offices 200 and 208 on lots 23 and 24, block 14, Medicine H. C. Alta.	Immigration	1 yr. from 1st June, 17	23 per month.
" 16	"	"	Rental of premises on corners of International Boundary and Meridian Road, Blaine Wash., Douglas, B.C.	Immig. Inspector	"	3 per month.
" 19	"	"	Lease of 302 sq. ft. of lot No. 67, St. Felix de Valois, Que.	Post Office	1 yr. from 1st Jan. 17	125 p. annum.

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" 25.....	W. G. Miller.....	His Majesty.....	Lease of shop on Main st., Stollarton, N.S.	"	3 yrs. from 1st 600 p. annum. May, 17.
" 29.....	Northern B. C. Development Company,	"	Lease of ground floor with rooms 2, 3, 4, 5, 6, 7, 8, 9, 15 and 16 on 1st floor of Federal block, Prince Rupert, B.C.	Depts. of Federal Gov't.	3 yrs. from 1st 540 p. month. June, 17.
" 30.....	Public Works Department.	Dept. of Militia and Defence.	Lease of 2nd floor of Innang. bld'g, Pier No. 2, Halifax, N.S.	Gov't purposes.....	During occupation.
June 8.....	The Edmonton, Dunvegan & B. C. Ry. Co.	His Majesty	Lease of lots 19, 20 and 21, Block 2, Grande Prairie, Alta.	Innang. Hall.....	5 yrs. from 1st 5 per annum.
" 11.....	Ferdinand Ledue & Cyprien Fortier.	"	Lease of ground floor of two storey bld'g, Beauharnois, Que.	Post Office	5 yrs. from date of occupation.
" 13.....	Eastern Trust Company.....	"	Lease of about 216 sq. ft. on 3rd floor of "McCurdy Bld'g," Halifax, N.S.	Fisheries Inspector	1 yr. from 1st 175 p. annum.
" 14.....	Mrs. Clara Kir boffer.....	"	Lease of two adjoining rooms in bld'g at Brandon, Man.	Costs, Ex'g W'house ..	5 yrs. from 15th 1,800 p. annum.
" 22.....	La Patrie, Limited.....	"	Lease of east 1/2 of ground floor of bld'g, St. Catherine st., East, Montreal, Que.	Postal Station "N"	5 yrs. from date of occupation.
" 27.....	Union Bank of Canada.....	"	Lease of rooms No. 801 and 803 in bld'g cor. Main st. and William ave., Winnipeg, Man.	Insp. of War Profits Taxation.	From 1st July 17 56.25 p. month.
" 28.....	Realty of Ottawa, Limited.	"	Lease of "Free Press Bld'g," Sparks st., Ottawa, Ont.	Dept. of Mines.....	5 yrs. from 5th 7,225.90 p. annum.
" 29.....	H. N. Bate & Sons, Limited.	"	Lease of bld'g, Slater st., Ottawa, Ont.	Militia and Defence.....	3 yrs. from 15th 16,500 p. ann.
July 3.....	His Majesty.....	Anglo-American Telegraph Co.	Agreement re payment of annual subsidy for operation of telegraph line in Prince Edward Island.	"	5 yrs. from 3rd 5,000 p. ann. July, 17.
" 3.....	His Majesty.....	Prince Edward Island Telephone Co.	Agreement re operation of telephone system in Prince Edward Island.	"	5 yrs. from 3rd July, 17 and to continue there after.
" 5.....	The Excelsior Life Insurance Company.	His Majesty.....	Lease of room No. 302 on 3rd floor of bld'g, s. w. cor. of Adelaide st., Toronto, Ont.	Food Controller.....	From month to 63 per month (monthly.)
" 13.....	Mrs. Loretta Ann Osment.	"	Lease of the whole of 2nd floor and part of 1st floor of bld'g, Main st., Indian Head, Sask.	Dept. of Interior.....	1 yr. from 1st 15 per month. July 6, 17.
July 14.....	Thos. H. Fortier.....	"	Lease of two rooms on ground floor of building, George St., Annapolis Royal, N.S.	Insp. of British Immigrant children.	1 year from 1st 180 p. annum. Sept., 1917.
" 17.....	W. M. Birks, J. H. Birks and G. W. Birks.	"	Lease of room No. 5 and vault on 1st floor of "Birks Building," Sparks St., Ottawa, Ont.	Immigration Inspector ..	From 1st Sept., 1917, to 30th Sept., 1921.
" 18.....	The Berlin Rink and Auditorium Co., Ltd.	"	Lease of part of ground floor of "Rink and Auditorium Block," Queen St. South, Kitchener, Ont.	Customs Exam'g Warehouse.	2 years from date of occupation.
" 19.....	Alexander Mullin.....	"	Lease of ground floor and basement of building cor. Floor and Markham Sts., Toronto, Ont.	Postal Station "E"	1 year from 1st 1,440 p. ann. Aug., 1917.
" 21.....	His Majesty.....	Corporation of Village of Port Credit.	Lease of parcel of land on n.e. side of harbour, Port Credit, Ont.	Municipal Building, &c.	During pleasure. 1 per annum.

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918—*Continued.*

Date of Lease.	Lessors.	Lessees.	Description of Property.	For what Purpose.	Duration of Lease.	Rental.
1917.						\$ cts.
Aug. 26	Dunlop, Tine and Rubber Goods Co., Ltd.	His Majesty.	Lease of two-story building Nos. 306, 308, and 310 Sparks St., and Garage, No. 309 Queen St., Ottawa, Ont.	Insp. of Artillery Stores	From date of occupation to end of present war.	5,100 p. ann.
" 26	J. G. Butterworth	"	Lease of 2nd floor of "Bank St. Chambers," cor. Bank and Albert Sts., Ottawa, Ont.	Food Controller and staff.	1 year from date of occupation.	2,500 p. ann.
" 31	The Notre Dame Investment Co., Ltd.	"	Lease of offices 705, 706, 707, 708, 709 and 710 in building on Notre Dame Ave., Winnipeg, Man.	Public Works Dept.	29 months from 1st Aug., 1917.	1,500 p. ann.
" 1	His Majesty	The Edmonton Children's Aid Society.	Lease of lots Nos. 14, 15, 16 and 17, Block 51, Strathcona, Alta.	Home for Children	1 year from 1st Aug., 1917.	1 p. annum (renewable).
" 7	Imperial Canadian Trust Co.	His Majesty.	Lease of suites Nos. 42 and 45 in building cor. 21st St. and 1st Ave., Saskatoon, Sask.	Sup't. of Railway Mail Service.	1 year from 1st Sept., 1917.	631.20 p. ann.
" 9	Ephraim Humphreys	"	Lease of room on ground floor with use of basement in building, Trenton, N.S.	Post Office.	5 years from 22nd March, 1918.	500 p. annum (renewable)
" 9	His Majesty	The Municipal Council of the Town of La Chine.	Lease of lot No. 240A and part of lot No. 235, LaChine, Que.	"	During pleasure.	1 p. annum.
" 9	Royal Bank of Canada	His Majesty.	Lease of 1,600 sq. ft. on ground floor and 456 sq. ft. of basement in building, cor. Dalhousie and York Sts., Ottawa, Ont.	Printing Bureau and Stationery Branch.	From date of occupation to 2nd Jan., 1919.	1,321.60 p. ann. (renewable).
" 10	Chas. Edward Allyn	"	Lease of ground floor of building, St. John St., Quebec, Que.	Postal Station	5 years from date of occupation.	2,100 p. ann.
" 13	His Majesty	Leonard Allynne Doherty.	Lease of property known as "Government Reserve," Y. P. B. Co., Ottawa, Ont.	Private purposes.	10 years from 1st Oct., 1917.	5 p. annum.
" 14	Andrew Holland	His Majesty	Lease of premises Nos. 396-401 Wellington St., Ottawa, Ont.	Storage of Exhibits—Agriculture.	From month to month from 15th August, 1917.	210 p. month (monthly).
" 15	R. L. & R. Blackburn	"	Lease of rooms Nos. 705 and 710 and vault on 7th floor of "Union Bank Building," Ottawa, Ont.	Board of Pension Commissioners of Canada.	2 years and 10 months, from 1st March, 1917.	5 p. month.
" 23	Imperial Canadian Trust Company.	"	Lease of suite No. 212 in building cor. 21st St. and 1st Ave., Saskatoon, Sask.	Inland Revenue Dept.	1 year from 1st Nov., 1917.	186 per ann.

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" 24	Robt. L. Blackburn	His Majesty	Lease of 5th, 6th and 7th floors of "Plaza Building," Rideau St., Ottawa, Ont.	Militia & Defence	1 year from 24th Aug., 1916.	8,519 p. ann.
" 27	Alexandria Realty Co., Ltd.	"	Lease of two offices and storage room for fuel in "Syndicate Block," Emerson, Man.	Immigration	From month to month.	to 5 p. month (monthly).
" 31	Sydney Post Publishing Co., Ltd.	"	Lease of rooms 4a and 3 in "Post Building," Dorchester street, Sydney, N.S.	Insp. of Fisheries	1 year from 1st Oct., 1917.	360 p. annum.
Sept. 1	James H. Thompson	"	Lease of premises near "Federal Building," Prince Rupert, B.C.	Examining Warehouse	3 years from date of occupation.	1,200 p. ann. (renewable).
" 1	Northern B. C. Development Co., Ltd.	"	Lease of room on 2nd floor of "Federal Building," Prince Rupert, B.C.	Steamship Inspector	From month to month from 1st Oct., 1917.	to 17 p. month.
" 6	The Topley Company	"	Lease of two top floors in building Nos. 130-132 Sparks St., Ottawa, Ont.	Military Service Branch of Justice Dept.	From month to month from 7th Sept., 1917.	to 100 p. month.
" 6	Wilson Bros.	"	Lease of premises on n.e. corner of 3rd Ave. and 22nd St., Saskatoon, Sask.	Dominion Lands Office	1 year from 1st Oct., 1917.	200 p. annum.
" 13	His Majesty	Quinlan & Robertson	Lease of parts of lots Nos. 513 and 514, Parish of St. Roch (St. Charles River), Que.	Private purposes	18 months from date of occupation.	1 p. annum.
" 19	Canada Life Assurance Company	His Majesty	Lease of premises Nos. 43 and 44 in company's building, Sparks St., Ottawa, Ont.	Fuel Controller	Month to month from 14th Aug., 1917.	39.39 p. month (monthly).
" 20	Robt. L. Newman	"	Lease of four rooms in "Stephen's Block," Prince Rupert, B.C.	Insp. of Fisheries (Dept. of Naval Service)	1 month from 22nd June, 1917, and thereafter from month to month.	50 p. month (monthly).
" 21	D. M. Finnie and Wm. D. Morris	"	Lease of premises in "Old Union Bank Building," Wellington St., Ottawa, Ont.	Federal Government	5 years from 29th Nov., 1917.	4,000 p. ann.
" 24	A. E. Shepquist	"	Lease of part of ground floor and two vaults in building n.e. cor. of 4th Ave. and Seymour St., Kamloops, B.C.	Dominion Lands & Crown Timber Serv.	3 years from 1st Sept., 1917.	125 p. month.
" 25	Nordite Realty Company, Limited	"	Lease of building on lots Nos. 11 and 12, south side of Wellington St., Ottawa, Ont.	Government office	5 years from date of occupation.	30,000 p. ann.
" 26	R. L. & R. Blackburn	"	Lease of additional space in basement of "Union Bank building," Ottawa, Ont.	Interior Department	From 21st Aug., 17 to 16th July '18.	87.20 p. annum
" 26	R. L. & R. Blackburn	"	Lease of room No. 414 in "Union Bank building," Ottawa, Ont.	Dept. of External Affairs	1 yr. from 9th Nov., 17.	371 p. annum.
" 29	J. H. Cameron & Annie M. Johnstone	"	Lease of 2 rooms in building on lots Nos. 24 and 25, Block 156, Saskatoon, Sask.	Insp. of Weights and Measures	1 yr. from 11th Nov., 17.	60 p. month
Oct. 1	The Canadian Pacific Railway Company	"	Lease of lots Nos. 17 and 18, Block 1, Town-site of Courts, Alta.	Immigration	21 yrs. from 1st Oct., 17.	1 p. annum.
" 1	Jno. D. McArthur & The Edmonton Dunvegan & B. C. Railway	"	Lease of lots Nos. 28, 29 and 31, Block 10, River Lot 7, Peace River, Alta.	Immigration Hall	5 yrs. from 1st Oct., 17.	5 p. annum.
" 3	Imperial Canadian Trust Co.	"	Lease of suites Nos. 512 and 513 in building cor. 21st st. and 1st avenue, Saskatoon, Sask.	Supt. of Ry. Mail Service	1 yr. from date of occupation.	885 p. annum.

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918—*Continued.*

Date of Lease.	Lessor.	Lessee.	Description of Property.	For what purpose.	Duration of Lease.	Rental.
1917.						\$ cts.
Oct. 9	J. A. Yeager	His Majesty	Lease of space on ground floor of building, Swift Current, Sask.	Post Office.	2 yrs. from 26th Nov. 17.	150 p. annum.
" 11	R. L. & R. Blackburn.	"	Lease of room 308 in "Union Bank building," Ottawa, Ont.	Interior Department	from date of occupation to 6th July 17 (Floor area 167 sq. ft.)	1 00 p. sq. ft. p. annum
" 18	Imperial Realty Company, Limited.	"	Lease of rooms in "Canadian & Militia buildings" on Slater st., Ottawa, Ont.	Militia and Defence.	5 yrs. from 1st May 18.	88 711 84 per annum.
" 18	G. B. Terrill	"	Lease of rooms in building, Stanstead Place, Que.	Post Office	3 yrs. from 1st Aug. 17.	113 p. annum.
Nov. 2	J. Paul Tardivel	"	Lease of rooms in building, Chemin Ste-Foye, Quebec, Que.	Canadian Postal Station.	5 yrs. from 1st Sept. 17.	250 p. annum.
" 5	Archibald Galbraith	"	Lease of two stores on ground floor of building on s. $\frac{1}{2}$ of lot S, Block 49, Swift Current, Sask.	Interior Department.	1 yr. from 17th Nov. 17.	120 p. month.
" 7	Canadian Bank of Commerce.	"	Lease of 3 rooms in building, Revelstoke, B.C.	Chf. Fire Ranger of Interior Department.	1 yr. from 16th Dec. 17.	40 p. month.
" 15	Wm. M., John H. & G. W. Birks.	"	Lease of rooms 614, 615, 616, 617 and 618 on 6th floor of building, Vancouver, B.C.	Supt. of Dredges	1 yr. from 1st Dec. 17.	900 p. annum.
" 16	Notre Dame Investment Company.	"	Lease of office in Co's. building, Winnipeg, Man.	Insp. of heating and plumbing.	from month to month from 15th Nov. 17.	30 per month (monthly.)
" 19	The Canada Life Assurance Co.	"	Lease of rooms Nos. 13 and 14 on 1st floor of building, Ottawa, Ont.	Chf. Medical Off. (Inning Branch).	1 yr. from date of occupation.	80 p. annum.
" 20	Aleide Plouffe	"	Lease of premises, St. Felix de Valois, Que.	Post Office.	1 yr. from 1st Jan. 18.	125 p. annum.
" 27	The Grand Trunk Railway Company.	"	Lease of certain lands contained in lot No. 14, fronting channel bank of Detroit river, Windsor, Ont.	Govt. Dock Site.	21 yrs. from 1st Nov. 12.	70 p. annum.
" 27	Horace Haszard	"	Lease of room on 1st floor of "Cameron Block" Richmond st., Charlottetown, P. E. I.	Insp. of Dredges	1 yr. from 23rd Oct. 17.	150 p. annum.
" 27	John Freemont Smith.	"	Lease of the eastern portion of ground floor and basement of building on lot 13, Block 20, Victoria st., Kamloops, B.C.	Post Office.	5 yrs. from 1st Sept. 17.	1,200 p. annum.

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"	29	Hood Bros.	"	"	Lease of rooms in building No. 519 Pender st., Vancouver, B.C.	"	Railway Commission	from 20th Nov. 17 to 31st Mar. '18.	22 per month.
"	30	The Royal Bank of Canada	"	"	Lease of ten (10) offices on top floor with portion of basement and vault in building cor. Sparks and Metcalfe sts., Ottawa, Ont.	"	Geological Survey Branch Dept. of Mines.	1 yr. from 7th April '18.	3,081 50.
Dec.	1	Canadian Pacific Railway Company.	"	"	Lease of room on ground floor of "Station building," Regina, Sask.	"	Postal purposes.	1 yr. from 1st Dec. '17.	3,240 p. annum.
"	1	Jarvis Verner McEldan	"	"	Lease of 7 offices and vaults in "Stockton building," 94 Prince William st., St. John, N.B.	"	Naval Transport Officer.	month to month from date of occupation.	45.85 p. month (monthly.)
"	3	The Chester Thompson Company, Limited.	"	"	Lease of ground floor with room in basement of building near cor. of 23rd st. and 2nd ave., Saskatoon, Sask.	"	Customs Department.	3 yrs. from 12th Dec. '17.	350 p. month.
"	4	James Hope & Sons.	"	"	Lease of 3rd floor of building, cor. Sparks and Elgin sts., Ottawa, Ont.	"	Railway Mail Service.	2 yrs. from 29th Jan. '18.	2,500 p. annum.
"	8	Wm. James Southam.	"	"	Lease of rooms Nos. 806 to 809 inclusive on 8th floor of "Herald building," Calgary, Alta.	"	Railway Commission.	1 yr. from date of occupation.	105 p. month.
"	12	The Bell Telephone Co. of Canada.	"	"	Agreement re leasing to Government one galvanized iron metallic circuit on City's poles between limits of City of Quebec and Notre Dame des Laurentides, Que.	"	Government purposes.	1 yr. from 20th Sept. '17 and to continue and remain in force from yr. to yr. unless cancelled month to month from 1st July '17.	104 p. annum.
"	14	Leon R. Pelanger.	"	"	Lease of room in building, Edmundston, N.B.	"	Immigration.	1 yr. from 1st Jan. '18.	5 per month (monthly.)
"	20	J. L. & Wm. J. Hopwood.	"	"	Lease of 3 rooms with front and rear entrance on ground floor and lavatory in basement of building, 366 Water st., Peterborough, Ont.	"	Weights and Measures.	1 yr. from 1st Jan. '18.	250 p. annum.
"	27	Robert Kerr.	"	His Majesty	Lease of 1,650 sq. ft. of "Kerr building," Le Pas, Manitoba.	"	Lands and Mining Recorder—(Int. Dept.).	1 year from 1st Feb. 1918.	50.00 p. month
1918.									
Jan.	4	Canada Cement Company, Limited.	"	His Majesty	Lease of 2 bins in "Stock House building," Pointe aux Trembles, Quebec.	"	Storage of cement for Parliament building.	1st Jan. 1918 to 1st Sept. 1918.	Per bin, of cement 25 per month.
"	7	Hope Realty Limited.	"	"	Lease of rooms Nos. 509, 510 and 511, in building No. 63 Sparks st., Ottawa, Ont.	"	Director of Public Information.	From month to month from date of occupation.	10.00 p. month (monthly.)
"	7	C. Jackson Booth.	"	"	Lease of 2,426 sq. ft. 10 inches on 1st and 2nd floors of "Standard Bank building," Sparks st., Ottawa, Ont.	"	Auditor General Staff.	From 25th Oct. 1917 to end of annum.	1,820.12 per annum.
"	8	R. L. & R. Blackburn.	"	"	Lease of stores Nos. 49 and 51 with 1st floor over store No. 51 Bank st., Ottawa, Ont.	"	Recruiting offices.	war. From 14th Dec. 1917 to 1st May 1918.	100.00 per month.

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STATEMENT No. 3. Properties leased to and from the Department of Public Works of Canada, from April 1, 1915, to March 31, 1919. *Continued.*

Date of Lease	Lessor.	Lessee.	Description of Property.	For what purpose.	Duration of Lease.	Rental.
						¢ dts.
Jan 9	"Canadian Northern Town Properties Co., Limited. William Randolph Goulden	His Majesty	Lease of lots Nos 5 and 6, Block 23, cor. of Railway ave. 3rd street, Township of Wadena, Sask.	Immigration	5 years from 1st Jan. 1918.	1.00 p. annum.
14		"	Lease of "Goulden building" s. e. cor. of Sussex and Water sts., Ottawa, Ont.	Board of Historical Publications	5 years from date of occupation.	1,680.00 p. ann.
18	His Majesty	The Capital Brewing Co. Ltd.	Leased portion of government property on Wellington st., Ottawa, Ont.	Private purposes	5 years from 10th Aug. 1916.	5,000.00 p. ann.
18	Miss Margaret White.	His Majesty	Lease of 3 rooms, 1 vault and a vestibule in building St. Louis st., Quebec, Que.	Archives Dept.	1 year from 30th April 1918.	33.00 p. month
21	Elgin Realty Company Ltd.	"	Lease of building on s. w. cor. of Elgin and Queen sts., Ottawa, Ont.	Depts. of Customs and Militia and Defence.	5 yrs. from date that the whole of building is taken possession of.	23,000.00 p. an.
25	Louis Brucker	"	Lease of building, Gotten gen st., Halifax, N.S.	Postal Station in north end of City.	1st Dec. 1917 to 30 April '19.	35.00 p. month.
31	R. L. & R. Blackburn	"	Lease of rooms Nos. 411, 412 and 413 in "Union Bank building" Ottawa, Ont.	Board of Pensions Commissioners.	31st Jan. 1918 to 1st Dec. 1919.	1,200.00 p. ann.
Feb 4	Canadian Bank of Commerce.	"	Lease of rooms Nos 1, 4 and 5 on 2nd floor of building on lot 15 and south 20 ft. of lot 16, Revelstoke, B.C.	Land's Branch (Interior Dept.) Area 350 sq. ft.)	1 year from 1st Feb. 1918.	60.00 p. month.
5	Edmond Wood Clark	"	Lease of premises No. 12, w. side of Emmett and s. side of Lisgar st., Ottawa, Ont.	Militia and Defence.	1 year from 30th April 1918.	50.00 p. month.
8	Royal Bank of Canada	"	Lease of 2nd floor of building s. w. cor. of Sparks and Metcalfe sts., Ottawa, Ont.	Militia and Defence.	From 8th Feb. 1918 during pleasure.	18,900.00 p. quart.
12	Imperial Realty Co., Ltd.	"	Lease of office on e. side of ground floor of "Canadian building" 42 and 14 Slater st., Ottawa, Ont.	Federal Administration of Dom. Government.	From date of occupation to May 1923.	186.19 p. ann.
18	Quebec Railway Light, Heat & Power Co., Ltd.	"	Lease of 2nd floor and toilet room in building St. John st., Quebec, Que.	Colonization Office	1 year from 1st May 1918.	500.00 p. ann.
25	John James Garland	"	Lease of building on Tupper st., Portage La Prairie, Man.	Customs Department	1 year from 8th April 1918.	35.00 p. month.
27	Horace Hazzard	"	Lease of 2 rooms on 1st floor of "Cameron Block" Charlottetown, P.E.I.	Supt. of Dom. buildings	1 year from date of occupation.	150.00 p. ann.

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March 1....	Hope Realty Limited.....	"	"	Lease of 1 room and vault in building cor. of Sparks and Elgin sts., Ottawa, Ont.	Chief Censor.....	From date of occupation to 5th Feb. 1918 and from month to month until end of war.
1.....	John A. Blakeman.....	"	"	Lease of room in building on lot 2, Block 100, Virden, Man.	Immigration.....	12 months from 8.00 p. month.
2.....	Canadian Cottons, Ltd....	"	"	Privilege to excavate for and lay a line of water pipe through Co's land at Marysville, N. B.	Pub. building.....	1st March 1918. 12.00 p. annum
" 4.....	Edward Seybold.....	"	"	Lease of "Eclipse building" No. 72 Albert st., Ottawa, Ont.	Militia & Defence....	3 years from date of occupation. 6,000.00 p. ann.
" 6.....	Royal Bank of Canada.....	"	"	Lease of mezzanine floor in building s. w. cor. of Sparks and Metcalfe sts., Ottawa, Ont.	Militia & Defence....	From 6th March 1918 (during pleasure). 271.96 p. quart.
" 11.....	Royal Bank of Canada.....	"	"	Lease of 5 rooms in Quebec Bank building, Wellington st., Ottawa, Ont.	Statistical Branch of Railways & Canals.	1 year from 1st May 1918. 1,200.00 p. ann.
" 12.....	John Best.....	"	"	Lease of store in building n. w. cor. of Johnston road and Elizabeth st., Albert, B.C.	Post office.....	1 year from 1st April 1918. 180.00 p. ann.
" 14.....	Wm. James Boyd.....	"	"	Lease of part of 2nd floor of "Boyd building" cor. of Edmonton st. and Portage ave., Winnipeg, Man.	Railway Commission...	1 year from 1st June 1918. 1,270.00 p. ann.
" 14.....	Miss Louisa Parks.....	"	"	Lease of three story b'd'g known as "Parks Convalescent Home" Sandy Point Road, City of St. John, N. B.		For duration of war from 14th March 1918. 1,200 p. ann.
" 14.....	Donald J. McDougal.....	"	"	Lease of 3rd floor of b'd'g. No. 527 Sussex St., Ottawa, Ont.	Central Appeal Judge, Judge Duff.	4 m. from date of occupation and thereafter from month to month. 191.35 p. month
" 15.....	His Majesty.....	Hugh Pick.....	"	Lease of lot 18, block 18, Townsite of Gravelbourg, Sask.	Private enterprise.....	2 years from 15th March '18. 40 p. annum.
" 18.....	D. McIsaac.....	His Majesty.....	"	Permission to dig and excavate a trench under and through a portion of his land at Antigonish, N. S.	For conveying sewerage of Post Office.	During pleasure. 5 p. annum.
" 18.....	Edw. Rupert McNeill.....	"	"	Lease of 2,888 sq. ft. on 2nd and 3rd floors of b'd'g. No. 292 Queen St., Ottawa, Ont.	Soldiers' Settlement Bd.	1 year from date of occupation. 1,780 p. ann.
" 18.....	Thomas C. James.....	"	"	Lease of ground floor and basement in b'd'g. cor. Bank and Laurier avenue, Ottawa.	Insp. of Taxation (Dept. of Finance).	1 year from date of occupation. 2,700 p. ann.
" 19.....	Sir Rodmond P. Roblin..	"	"	Lease of premises No. 103 Osborne St., Winnipeg, Man.	Postal Station "C"....	3 year from 1st Feb. '18. 1,500 p. ann.
" 22.....	Thomas C. Rice.....	"	"	Lease of b'd'g. on w. side of main road and s. side of bridge, Weymouth, N. S.	Post Office.....	1 year from 1st June '18. 200 p. ann.
" 26.....	Hope Realty Limited.....	"	"	Lease of rooms Nos. 606, 607, 608, 609, 610 and 611 in building No. 63 Sparks St., Ottawa, Ont.	Director of Information.	From month to month from date of occupation. 82.08 p. month (monthly).
" 28.....	The Governor & Company of Adventurers of England	"	"	Lease of portion of land in Hudson's Bay Reserve, Athabasca Landing, Alta.	Immigration.....	5 years from 1st June 1918. 15.00 p. ann.

STATEMENT No. 3. Properties leased to and from the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918. *Concluded.*

Date of Lease	Lessee	Lessor	Description of Property	For what Purpose	Duration of Lease	Rental
1918						%, etc.
March 30	Sarah A. Batson	His Majesty	Lease of 1 room in bldg. at Campbell, N. E.	Insp. of Fisheries (Naval Service)	1 year from 31st Dec. '17.	120 p. annum.
" 30	Post Publishing Co., Ltd.	"	Lease of room No. 5 in "Post Building," Sydney, N. S.	Sub-Agent of Marine and Fisheries.	1 year from 1st May '18.	180 p. annum.
" 30	World Newspaper Co. of Toronto, Ltd.	"	Lease of 2 flats (4th and 5th), in "World Building," 10 W. Richmond St., Toronto.	For Staff of Military District No. 2.	For duration of war and 1 year after.	8,500 p. ann.

The following items were received too late for insertion in last year's annual report (1916-1917).

1915						\$
Sept. 30, 1915	The Dartmouth Manufacturing Co., Ltd.	His Majesty	Lease of wooden building, cor. of George and Bedford Rows, Halifax, N. S.	Inland Revenue Dept. (Class-Electricity, Weights and Measures Insp. Office).	1 year from 1st Oct. '15.	1,000 p. ann.
Dec. 29, 1916	Hubert Tupper Warner	"	Lease of 2 rooms on 2nd floor of building, Digby, N. S.	Insp. of Fisheries.	3 years from date of occupation.	120 p. ann.
1917						
March 3, 1917	Arthur Congdon	"	Lease of building on lot No. 3, near cor. of Portage Ave. and Tapscott St., Winnipeg, Man.	Postal Station "D."	5 years from 3rd March '17.	1,600 p. ann.

LIST of some of the Public Acts of the Parliament of the Dominion of Canada, passed at the First Session of the Thirteenth Parliament, begun and holden at Ottawa, on the Eighteenth day of March, 1918, and closed by Prorogation on the Twenty-Fourth day of May, 1918, and having reference to the Public Works Department or works under its charge (8-9 George V) and Orders of the Governor General in Council, having force of law.

Subject.	Full Title of the Statute.	Chapters.	Page in Statute Book.
Construction of works in navigable waters.	An Act to amend the Navigable Waters Protection Act... ..	33	115
Power to dredge, etc., beds of navigable waters.	An Act to amend the Public Works Act... ..	37	125

N.B.—By proclamation dated the 28th day of February, 1918, the tariff of tolls to be levied by the Upper Ottawa Improvement Company, Limited, for the use of their works during the season of 1918, was approved. *Vide Canada Gazette*, vol. li, p. 3044.

By proclamation of the 28th February, 1918, the tariff of tolls to be levied by the Rouge Boom Company, of Montreal, for the use of their works during the season of 1918, was approved. *Vide Canada Gazette*, vol. li, p. 3044.

THE NATIONAL GALLERY OF CANADA

By ERIC BROWN, Director.

Owing to the continued occupation of the premises of the National Gallery by the Houses of Parliament, the work of the National Gallery has again been concentrated upon the development of its policy of loan exhibitions of works of art to any art gallery or body which has proper facilities for exhibiting them, and of thus utilizing to the fullest extent the possessions of the National Gallery for the furtherance of artistic knowledge throughout the Dominion.

The previous grant of twenty-five thousand dollars (\$25,000) had enabled a limited number of Canadian works of art to be purchased, so that the loan exhibitions had not suffered from lack of material. The application by the trustees for an appropriation of thirty thousand dollars (\$30,000) for the current year, however, was not granted, and the main Parliamentary Estimates included no more than eight thousand dollars (\$8,000), sufficient for the running expenses of the National Gallery, including salaries and upkeep of possessions. Upon further application by the trustees an additional sum of ten thousand dollars (\$10,000) was appropriated in the Supplementary Estimates and the annual grant totalled eighteen thousand dollars (\$18,000).

The following regular annual loans of works of art were sent out during the year: St. John, N.B., twenty-seven pictures; Sherbrooke, Que., twenty-six pictures; Fort William, Ont., twenty pictures; Winnipeg, Man., twenty-five pictures; Regina, Sask., twenty-one pictures; Moosejaw, Sask., twenty pictures.

Arrangements were also made for a regular annual loan to Halifax, but this had to be cancelled owing to the Nova Scotia Museum of Fine Arts building being seriously damaged in the explosion.

The following special exhibitions of works of art were arranged:—

Loan of thirty-three lithographs to Halifax, N.S., November, 1917. This loan was on exhibition only four days owing to the building in which they were exhibited being destroyed by the explosion. Fortunately only slight damage was done to the lithographs.

Loan of sixty-nine drawings to the Art Association of Montreal, December, 1917, to February, 1918.

Loan of "Charity" by Frank Brangwyn, A.R.A., P.R.B.A., to Madeleine de Verchères Chapter, I.O.D.E., for their exhibition of paintings at the Chateau Laurier, November 29 to December 3, 1917.

Loan of nine pictures to the Central Canada Exhibition at Ottawa, September 8 to 15, 1917.

Loan of seventy-five Steinlen lithographs to the Art Museum of Toronto during February and March, 1918.

Loan of thirty-one pictures to the Western Canada Fairs Association from June to August, 1917. The circuit included Calgary, Edmonton, Brandon, Regina, Saskatoon, Prince Albert. This loan afterwards went to Vancouver in August, 1917.

Loan of "Dieppe, The Bench, Grey Effect," by J. W. Morrice to the Los Angeles Modern Art Society, Los Angeles, California, March, 1918.

These exhibitions were all eminently successful, and the rapid increase of applications for them is sufficient evidence of the growing desire for artistic knowledge throughout the country.

The National Gallery Travelling Scholarship of one thousand dollars (\$1,000) was judged for the fourth successive year by the Council of the Royal Canadian Academy, and was awarded with the trustees' concurrence to Mr. Maudy E. MacDonald, Port Arne, Ont.

The following by-law, made under the terms of the National Gallery of Canada Act, received the approval of the Honourable Minister of Public Works:—

SECTION D. For the protection of its property and the property in its care and charge.

The trustees met formally on two occasions, and the following works of art were acquired by gift or purchase:--

Jane Catherine Cummins Water colour "Sketch." Presented by S. S. Cummins:
Charles Dana Gibson Two pen and ink drawings—
 "Tragic Moments. The Rev.— reads his
 latest comedy to his niece."
 "He: Who is that tramping around over-
 head?
 She: Oh, that's only papa. He always gets
 restless towards morning."

Horatio Walker, R.C.A., Autumn.

Oil Paintings—

Grier, E. Wyly, R.C.A.	The Master of Northcote.
Challener, F. S., R.C.A.	Aphrodite's Realm.
Johnston, F. H., O.S.A.	A Northern Night.
MacDonald, J. E. H., A.R.C.A.	Asters and Apples.
Reid, Mary H., A.R.C.A.	Study in Rose and Green.
Coburn, F. S.	Danville Roses.
Earle, Paul B.	The First Snow.
Gagnon, Clarence A., A.R.C.A.	Street Scene, Quebec at Night.
Harris, Robert, C.M.G., R.C.A.	My Old Montreal Model.
Rossaire, Arthur D., A.R.C.A.	The Garden of Light.
Shore, Henrietta M.	Negro Woman and Children.
Barnsley, James MacDonald.	In the Fields.
Barnes, Wilfred M.	A Summer Storm.
De Belle, Charles.	The Sisters.
FitzGerald, L. L.	Late Fall, Manitoba.
Knowles, E. A. McG., A.R.C.A.	"Drink to Me Only with Thine Eyes."
Lismer, Arthur, O.S.A.	Winter Camouflage.
MacDonald, J. E. H., A.R.C.A.	Cattle by the Creek.
Neilson, H. Ivan, A.R.C.A.	Spring's Garland.
Wrinch, Mary E., O.S.A.	Snow Magic.

Steinlen, M.	Eighty-six lithographs.
Russell, Gyrth, R.E.A.	The White Barn.
Raine, Herbert, A.R.C.A.	The Old Courtyard.
Cotton, John Wesley.	The Open Cut.
Beaupré, Eugène L.	Child Study.
Phillips, Walter J.	Winnipeg River No. 3.
"	The Reader.
Crockart, James.	Stirling from Millhall.
Smith, Lewis.	Barges at Hammersmith.
"	Unloading Thames Barges.
Sutherland, Fred. W.	Sleeping Lion.
"	New Road, Boston Suburbs.
Greene, T. G., O.S.A.	The Fisherman.
Bartolozzi.	The Drawing Lesson.
"	Portrait of Annibale Carracci.
Schiavonetti.	Madonna and Child.
"	Pieta.

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Drawing Prints—Continued.

Wolf, Henry	Morning Star.
" "	Self Portrait.
" "	The Wood Gatherer, after Innes.
" "	Lady with Shawl, after Chase.
" "	Young Woman at a Window, after Vermeer.
" "	Don Balthazar Carlos, after Velasquez.
" "	Boy with a Sword, after Manet.
Daubigny	Autumn in the Marvaux.
Whistler, James McNeill	En Plein Soleil.
" "	La Reclameuse.
" "	Alone Standing.
" "	Liverdun.
Lisner, Arthur	The Transport, Halifax.
Maw, Samuel Herbert	Siena Cathedral, Nave.
" "	Tilbury.
" "	The Lagoon, Venice.
Sternor, Albert	Seated Dancer.
" "	The Blind.
Copley, John	Footlights.
Gebain, Ethel	La Toilette.
Pilot, Robert	Too Sketches, Witley Camp, Surrey.
Barnsby, James MacDonald	Too Late.
" "	Sketch in Holland No. 1.
" "	Sketch in Holland No. 2.
Phillips, W. J.	The Golden Hour.
Fosbery, Ernest A.R.C.A.	The Storm.
Lapane, André	The Wind Mill.
Lalande, E.	The Sunningdale Golf Links, Berks.
Fawcett, George	A Deserted Indian Camp, Munack, Ont.
Stevens, Dorothy, O.S.A.	Paddy.
Johnston, Francis H., O.S.A.	The Magic Pool.
Raine, Herbert, A.R.C.A.	The Pilgrims, St. Anne de Beaupré.
Keagey, James W.	Old Muski, Cairo.
Burnside, J. T. M.	Three Sketches in Sepia.
Veresmith, Daniel	The Little Sackmenders.

Water Colours—

Johnston, Francis H., O.S.A.	The Guardian of the Gorge.
Holmes, Robert, A.R.C.A.	Mosses in Flowers.
Jefferys, Charles, A.R.C.A.	Rocks of Georgian Bay.
McGillivray, F. H., O.S.A.	Midwinter, Dunbarton, Ont.

Pastels—

Brownell, Franklin, R.C.A.	Frozen Meat.
" "	Potatoes.
" "	The Blue Sledge.
" "	Hay Sheds.
" "	Weigh Scales.
Perrigard, Hal Ross	Breaking for the Tunnel.

Sculpture—

Wyle, Florence	Sun Worshipper.
Hahn, Emanuel	The Indian Scout (Bronze).

Medici Prints—

Durer, Albrecht	Hands in the Act of Prayer.
Ghirlandajo, Domenico	The Vision of St. Fina, after Fresco.

DOMINION OF CANADA

ANNUAL REPORT
OF THE
DEPARTMENT OF RAILWAYS
AND CANALS

For the Fiscal Year from April 1st, 1917,
to March 31st, 1918

Submitted in accordance with the provisions of the Revised Statutes of Canada,
1916, Chapter 35, Section 33

PRINTED BY ORDER OF PARLIAMENT



OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1919

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

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year from April 1, 1917, to March 31, 1918.

J. D. REID,
Minister of Railways and Canals.

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- " II. Report of the General Manager and other officers of the Government Railways.
- " III. Report of the Chief Engineer of the Department.
- " IV. Report of the Chairman of the Board of Engineers, Quebec Bridge.
- " V. Report of the Engineer in charge of lifting rails for war purposes.
- " VI. Agreement for the acquisition of 600,000 shares of the capital stock of the Canadian Northern Railway.

REPORT
OF THE
ACTING DEPUTY MINISTER OF RAILWAYS
AND CANALS

FOR THE YEAR ENDING MARCH 31, 1918.

To the Honourable J. D. REID,
Minister of Railways and Canals.

SIR,—The conditions prevailing in the year 1916-17, which necessitated the curtailment of all unnecessary expenditures in the way of departmental printing, have continued during the past year, and, consequently, this annual report is still subject to very considerable reduction in the treatment of the several matters dealt with by the department, though it has been found possible to replace one or two of the more interesting items of information in a separate publication entitled "Canals and Navigation routes."

The suspension of certain important canal and railway works, such as the Welland Ship Canal and the Hudson Bay Railway, noted in the last annual report, has continued during the past year.

GENERAL SUMMARY.

EXPENDITURE.

The expenditure made by or through the department during the fiscal year ended March 31, 1918, amounted to \$74,639,286.44, of which \$70,113,667.61 was for railways, \$3,327,556.55 for canals, and \$1,198,062.28 for general expenditure.

The railway expenditure chargeable to capital account amounted to \$34,699,416.96, of which \$24,392,985.80 was for the Canadian Government Railways rolling stock, \$5,860,132.59 for the Interoceanic Railway, \$1,371,334.97 for the Quebec and Saguenay Railway, \$378,433.29 for the

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Prince Edward Island Railway, \$120,663.61 for the New Brunswick and Prince Edward Island Railway, \$690,453.19 for the National Transcontinental Railway, \$1,879,699 for the Hudson Bay Railway, \$5,369.51 for the International Railway, and \$345 for miscellaneous expenditure.

The expenditure for the Quebec Bridge amounted to \$931,278.01.

The railway expenditure chargeable to working expenses amounted to \$33,400,460.45, as follows: \$21,090,298.09 for the Intercolonial, \$385,508.92 for the International Railway, \$10,660,389.89 for the National Transcontinental Railway, \$1,123,291.12 for the Prince Edward Island Railway, \$110,972.43 for the St. John and Quebec Railway.

The amount paid for miscellaneous railway expenditure chargeable to revenue amounted to \$15,100.

The railway expenditure chargeable to income account amounted to \$317,007.44.

The expenditure on railway subsidies amounted to \$720,401.75.

The expenditure on canals, which amounted to \$3,327,556.55, was as follows: \$1,781,957.07 on capital account, \$111,552.28 on income account, \$1,434,047.20 on revenue account. Of this last sum, \$859,149.25 was chargeable to staff and \$574,927.95 to repairs.

The miscellaneous expenditure, amounting to \$1,198,062.28, was expended as follows: \$350,545.35 for war appropriation, \$816,305.53 for Halifax restoration, and \$1,211.40 for sundries.

REVENUE.

The revenue received from both the railways and canals amounted to \$27,695,825.09.

The revenue from the railways amounted to \$27,240,956.87 as follows: \$18,758,186.41 was received from the Intercolonial Railway, including the New Brunswick and Prince Edward Island Railway; \$140,900.41 from the International Railway; \$7,621,201.51 from the National Transcontinental Railway; \$656,227.22 from the Prince Edward Island Railway; and \$64,438.29 from the St. John and Quebec Railway.

The revenue from the canals amounted to \$44,868.22. Of this, the receipts from the Port Colborne Elevator amounted to \$163,164.82, the balance having been received for rents, harbour dues, etc.

WORKING EXPENSES AND REVENUE COMPARED.

The railway working expenses amounting to \$33,400,460.45, and the revenue amounting to \$27,240,956.87 only, leaves a deficit of \$6,159,503.58 on the operation of the Canadian Government Railways. This deficit amounts to \$2,332,111.68 for the Intercolonial Railway, \$214,608.48 on the International Railway, \$3,039,185.38 for the National Transcontinental Railway, and \$467,063.00 for the Prince Edward Island Railway.

The deficit of the St. John and Quebec Railway is especially detailed in the annual report of the General Manager of the Government Railways, page 32.

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COMPARATIVE STATEMENTS.

The passenger, freight, mails, express, and ocean traffic, less hire of equipment, amounted, on government-owned lines, in 1916-17 to \$23,168,998.99, and in 1917-18 to \$27,176,518.58, an increase of \$3,707,519.59.

The total working expenses on the government-owned lines in 1916-17 was \$23,930,398.06, and in 1917-18, \$33,259,488.02, an increase of \$9,329,089.96.

The maintenance of way and structures and equipment in 1916-17 amounted to \$9,153,551.88, and in 1917-18 to \$13,268,810.39, an increase of \$4,115,258.51.

The traffic expenses increased by \$24,031.39 in 1917-18 over 1916-17.

The transportation expenditure on government-owned lines amounted to \$13,598,023.76 in 1916-17, and to \$17,877,073.67 in 1917-18, an increase of \$4,729,049.91.

Miscellaneous expenditure chargeable to working expenses, which in 1916-17 amounted to \$1,457,270.81, amounted to \$1,671,147.54 in 1917-18, an increase of \$213,876.73.

The repairs to locomotives, freight and passenger cars, which amounted in 1916-17 to \$3,852,345.12, amounted during 1917-18 to \$5,069,880.37, an increase of \$1,217,535.25.

The earnings of the St. John and Quebec Railway, for mails, express, freight, and passenger traffic, which amounted to \$70,759.62 in 1916-17 amounted to \$64,438.29 in 1917-18, a deficiency of \$6,321.33.

In 1916-17 the maintenance of way and structures amounted to \$35,050.33, in 1917-18 to \$53,414.05, an increase of \$18,363.72.

The transportation expenditure, which amounted to \$56,534.45 in 1916-17, amounted to \$80,713.93 in 1917-18, an increase of \$24,179.48.

The mileage of the railways in operation amounts to 3,953.89 miles, and 119.87 for the St. John and Quebec Railway, a total mileage of 4,073.76.

The earnings per mile of railway for the government-owned lines in 1916-17 was \$5,853.38, and in 1917-18, \$6,765.95, an increase of \$912.57 per mile.

The expenditure per mile of railway for the government-owned lines was \$5,973.72 in 1916-17, and in 1917-18, \$8,310.96, an increase of \$2,337.24 per mile.

The earnings per train mile of government-owned lines in 1916-17 amounted to \$1.86 and in 1917-18 to \$2.15, an increase of \$0.29 per mile.

The expenditure per train mile of government-owned lines in 1916-17 was \$1.89 $\frac{51}{100}$ and in 1917-18 \$2.63 $\frac{49}{100}$, an increase of \$0.73 $\frac{88}{100}$.

The earnings per mile on the St. John and Quebec Railway were \$590.30 in 1916-17, and for 1917-18, \$537.57, a decrease of \$52.73 per mile.

The expenditure for the same for 1916-17 amounted to \$820.06, and in 1917-18 to \$1,176.04, an increase of \$355.98.

The total train mileage of the government-owned lines was 12,412,757 miles in 1916-17, and in 1917-18, 12,471,308 miles, an increase of 58,551 miles.

The total train mileage of the St. John and Quebec Railway in 1916-17 was 72,531 miles, and in 1917-18, 75,491 miles, an increase of 2,960 miles.

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The value of stores purchased, and charges from other departments, was \$19,447,730.08, and the value of stores, used or sold, \$18,060,023.37. There is yet on hand a balance of \$6,205,809.45.

The report of the General Manager of the Canadian Government Railways (Appendix II) contains in tabulated form the complete statements concerning the operation and maintenance of the Canadian Government Railways, and should be referred to for details.

The report of the Accountant of the Department, Appendix I, will show all the revenue received and the expenditure incurred by the department in properly classified statements.

GRAND TOTALS.

The grand total of the expenditure to March 31, 1918, amounts to \$975,-236,219.62, of which \$805,112,482.04 was for railways, \$167,468,290.99 for canals, and \$2,655,446.59 for sundries.

The grand total of the revenue received to March 31, 1918, amounts to \$292,716,394.88, of which \$275,636,255.34 is from railways and \$17,080,139.54 from canals.

TOLLS.

No tolls have been collected on the canals since the close of the season of navigation in 1903.

RAILWAYS IN OPERATION.

INTERCOLONIAL RAILWAY.

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

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

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

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

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

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

The Intercolonial Railway touches six Atlantic Ocean ports, namely, Pointe du Chêne, Pictou, Halifax, St. John, Sydney, and North Sydney, as well as the river St. Lawrence ports of Lévis, opposite Quebec, and Montreal.

The total length of the road operated during the year ended March 31, 1918, was 1,527.39 miles, including 5.95 miles for the Vale Railway.

The following are the through distances:—

	Miles.
Montreal to Halifax via Lévis	838 60
“ St. John, via Lévis	741 09
“ Sydney, via Lévis	1,001.45
“ North Sydney, via Lévis	986 29

Freight is carried direct via St. Henri, which would reduce each of the above distances by 5.45 miles.

WINDSOR BRANCH.

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

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

PRINCE EDWARD ISLAND RAILWAY.

This is a narrow gauge railway, 3 feet 6 inches in width. It extends from Tignish to Georgetown, 158.60 miles, and from Charlottetown to Murray Harbour, 52.30 miles, with branches to Souris, Elmira, and Port Borden, etc. The length of the road operated being 276.23 miles.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

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

The road is 36.05 miles in length, and runs from Sackville to Cape Tormentine, New Brunswick, forming a connection between the Intercolonial railway and the new car ferry between Cape Tormentine and Port Borden, on Prince Edward Island.

This railway during the present fiscal year has been operated as a part of District No. 3 of the Intercolonial railway.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

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

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

ST. JOHN AND QUEBEC RAILWAY.

By the Act of 1912, chapter 19, a certain agreement, dated the 5th of March, 1912, made on behalf of the Dominion and the province of New Brunswick and the St. John and Quebec Railway Company for leasing to the Dominion, for a term of ninety-nine years, the company's railway, when fully constructed, from the city of St. John, N. B., to a point of connection with the Transcontinental railway at or near the town of Grand Falls, N.B., was ratified; the Act to come into force on proclamation by the Governor in Council. The agreement provided that on construction and equipment of certain sections, the Dominion would lease and operate the same.

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

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

HUDSON BAY RAILWAY.

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

The work of construction for the first 185 miles, from The Pas to Thicket Portage, was placed under contract in August, 1911. A contract for a further distance of 68 miles, from Thicket Portage to Split Lake Junction, was let on September 20, 1912, and a third contract, covering the distance, 165 miles, from Split Lake Junction to Port Nelson, on December 17, 1912.

The final location into Port Nelson was completed in August, 1914, making the total length of the line from The Pas to Port Nelson, 424 miles.

The main line and sidings necessary for the operation of light traffic extend for 330 miles from The Pas to Kettle rapids on the Nelson river.

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There remains a distance of 90 miles of line on which track has yet to be laid. The piers and abutments of the Kettle Rapids bridge are completed and the steel erected.

The work of constructing the railway terminus at Port Nelson is being carried on by the Department. The deep water development of this harbour consists of an artificially constructed island, about two-thirds of a mile from shore, on the outer edge of the tidal flats. It is connected with the main land by a bridge of seventeen spans. This island is one-half of a mile in length, and enclosed on three sides by crib-work, which has been partly filled, and partly back-filled, with gravel, rock, etc.

An ice-protection crib has also been built to protect the bridge.

Dredging was continued throughout the season.

Steamship navigation began on the 19th of June; the first ice appeared on the 11th of October, navigation closing on the 23rd.

Further details on these works will be found in Appendix III, the report of the Chief Engineer of the Department.

In the season of navigation of 1915, occulting acetylene gas beacon lights visible at a distance of 8 miles, were established by the Department of Marine and Fisheries at a number of points in Hudson bay and Hudson straits.

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

The expenditure for the fiscal year ended March 31, 1918, was \$1,879,699, making the total expenditure up to that date, \$20,233,887.37.

NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement dated July 29, 1903, ratified by the Dominion Act of that year, chapter 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chapter 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chapter 122, undertook certain obligations in respect of the construction and operation of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean. The railway is composed of two divisions, namely, the "Eastern Division," between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and, in the province of Manitoba, to the city of Winnipeg, and the "Western Division," between Winnipeg and the Pacific ocean. The "Eastern Division" is being constructed by the Government under commissioners appointed by the Governor in Council, and on completion is to be leased to and maintained and operated by the company, who undertake to construct at their own cost, and maintain and operate, the "Western Division." The lease of the "Eastern Division" is to be for a period of fifty years, at a rental of 3 per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions are to be equipped with modern and ample rolling stock by the company, the first equipment to be of a value of not less than \$20 000,000.

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

By the Act of 1905, chapter 98, three deeds of trust by way of mortgage, set out in the said Act, were ratified and confirmed, namely, one dated June 10, 1905, between the Grand Trunk Pacific Railway Company, the Royal Trust Company, and His Majesty, to secure the issue of first mortgage bonds; the second dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of second mortgage bonds, and the third, also dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of first mortgage bonds in respect of the branch line designated as the "Lake Superior Branch."

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

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

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

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

By the Act of 1913, chapter 21, authority was given for the purchase of 3 per cent bonds of the company to the extent of the balance of the authorized issue. Such balance, to the amount of \$6,800,000, has been purchased by the Government.

By the Act of 1914, chapter 31, authority was given for the guarantee of the principal and interest of an issue of 4 per cent bonds to be made by the company for the purpose of aiding the provision of the balance of moneys required for the completion of the "Mountain Section" to provide for expenditures not exceeding \$16,000,000; such bonds to be secured by a new trust deed granting mortgages or charges upon the present and future undertakings and properties of the company; such guarantee to be accepted as a full, final

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and satisfactory settlement of all claims by the company for further aid in respect of the construction of the "Western Division."

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

The several government expenditures on the "Eastern Division," were to be made from appropriations by Parliament for the purpose, and on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities are to be furnished monthly.

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

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

Western Division.

The Western Division extends from the western boundary of the Winnipeg terminals, on the east bank of the river Assiniboine, in the city of Winnipeg, to the city of Prince Rupert, on the Pacific coast, a distance of 1,748 miles, including the $3\frac{1}{2}$ miles on the Shore line of the terminal grounds.

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

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

Eastern Division—Moncton to Winnipeg.

Tracklaying between Moncton and Winnipeg was completed (with the exception of the Quebec bridge) in November, 1913, the last spike being driven on the 17th of that month.

During the year 1913-14 the road was operated to a limited extent by the Intercolonial Railway, for the distance, 285.25 miles, between Moncton, N.B.,

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

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

On July 1, 1915, the Lake Superior branch between Lake Superior Junction, on the Transcontinental Railway and Fort William, Lake Superior, 191.75 miles, was taken over for operation by the Canadian Government Railways, having been leased by the government from the Grand Trunk Pacific Railway Company.

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

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

The whole railway between Moncton and Winnipeg is operated by the Canadian Government Railways, the distance being 2,003.03 miles, including the Lake Superior branch, 191.75 miles, and the two branches into Quebec city, namely: the Cadorna branch, 5.88 miles, and the Champlain Market branch, 6.48 miles. The Quebec Bridge, 0.61 mile, under construction, is not included.

Details of the expenditure and of the revenue will be found in the statements of the Comptroller and Treasurer of Government Railways herewith (Appendix, Part II), and also in the statements of the Accountant, Appendix I.

QUEBEC BRIDGE.

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

Under the terms of an agreement with the company, dated October 19, 1903, ratified by the Act of 1903, chapter 51, the Government had undertaken to guarantee the principal and interest of the bonds or other securities of the company to the limit of \$6,678,200, the company releasing claim to the balance remaining unpaid of the said subsidy; such guarantee to be secured by mortgage on the company's franchises, tolls, and property. On February 1, 1904, a

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mortgage trust deed was executed, conveying to the Royal Trust Company (Montreal) as trustees, all the property and franchises of the company, and providing for the issue of bonds accordingly.

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

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

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

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

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

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

*The history of the Government's connection with the Quebec Bridge prior to its collapse is given in the Departmental annual report of 1907-08, page XLVII.

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

The report shows that during the year the whole structure was completed, including the suspended span which was erected at a point about 3 miles down the river. On the 11th of September, 1916, this span was floated up the river, and the operation of lifting it into place began and proceeded successfully until it had reached a height of about 20 feet above the water, when some portion of the contractor's erection equipment failed, with the result that the entire span tilted towards the west and disappeared into the river. The St. Lawrence Bridge Company assumed entire responsibility for the loss and took immediate steps to replace the span at their own expense. At the close of the year fabrication had been going ahead rapidly.

An investigation was at once held by the board and officers of the company, and the board made a report on the accident, which will be found in Appendix V, page 74, annual report 1916-17.

The expenditure during the fiscal year amounted to \$931,278.01 paid out of capital. The total expenditure by the department on the reconstruction of the bridge amounts to \$14,175,861.85. Other expenditure during previous years, such as \$534,655.14, paid under the head of "Income"; \$374,353.33 paid for subsidies during 1901, 1902, and 1903; and the sum of \$6,975,266.20, paid by the Finance Department, less the sum of \$100,000, received from the Phoenix Bridge Company, bring the total expenditure to the sum of \$21,960,136.52. The accountant, in his report, page 19, Appendix I, shows fuller details of the above expenditure.

At the end of the fiscal year, the bridge is nearing completion. The St. Lawrence Bridge Company have successfully put the main span into place, a triumph of engineering, the length of this being 1,800 feet, or over one-third of a mile.

The total length of the bridge is 3,240 feet, or over three-fifths of a mile.

The first train crossed the bridge December 3, 1917, and since this date, traffic on the bridge has been continuous.

See Appendix IV, Report of the Chairman of the Board of Engineers, for further details of the work still to be done for completion.

WELLAND SHIP CANAL.

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

The present canal lies between Port Colborne, lake Erie, and Port Dalhousie, lake Ontario. Its length is 26½ miles, and comprises 25 lift locks, the dimensions of which are 270 feet by 45 feet, with a depth of 14 feet of water on the sills.

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

The proposed canal enters lake Ontario at the mouth of the Ten Mile creek about three miles east of Port Dalhousie. The total length of canal from lake to lake is 25 miles; and the difference in level between the two lakes, 325½ feet, is to be overcome by seven lift locks, each having a lift of 46½ feet. The dimensions of the locks are to be 800 feet in length by 80 feet in width in the clear and with 30 feet of water over the mitre sills at extreme low stages in the lakes. The width of the canal at the bottom will be 200 feet and, for the present, the canal reaches will be excavated to a depth of 25 feet only, but all structures will be sunk to the 30-foot depth, so that the canal can be deepened at any future date by dredging out the reaches.

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

The outer entrance piers in lake Ontario will be placed about 1½ miles from shore, where the depth of water is 30 feet; a wide channel will be dredged out from these piers and an embankment formed on either side of it about 500 feet wide. The lock walls will be 82 feet high above the top of the gate sills.

The work is divided into nine sections, of which section No. 1, approximately 3 miles, at the lake Ontario end of the canal, was placed under contract on the 1st of August, 1913; section No. 2, approximately 4½ miles, was placed under contract on the 31st of December, 1913; section No. 3, approximately 2 miles, was placed under contract on the 4th of October, 1913; section No. 5 was placed under contract on the 22nd of December, 1913.

During the fiscal year 1917-18, the sum of \$1,235,046.59 was expended, making the total expenditure to March 31st, 1918, \$14,928,969.58.

In view of existing war conditions, contract work on the canal has been suspended under notices served in January, 1917, and only maintenance work has been necessary.

HALIFAX DISASTER AND RESTORATION.

In the disaster at Halifax, on December 6, 1917, fifty-six employees and ten pensioners of the Canadian Government Railways were killed. Two employees afterwards died from injuries received in the explosion; thirty of the employees were killed while on duty.

Of the one thousand and seventy-eight employees of the railway living in Halifax and Dartmouth at the time of the explosion, investigation showed that only one hundred and fifty-seven were comparatively unaffected by the disaster. One hundred and seven who owned their own homes, and one hundred and sixty-five who were tenants, had their property totally destroyed; four hundred

and thirty-two had properties more or less damaged, requiring, at least, considerable repairs.

Removing the wreckage, clearing tracks and replacing electrical lines throughout the Richmond yard and North Street station, it was estimated, would cost \$100,000.

One hundred and three Canadian Government Railways' passenger cars, and nine of other lines, were damaged to the extent of \$60,000; thirty-seven Government Railways' freight cars, and fifty-six of other lines, were destroyed; the estimated damage was \$50,000. One hundred and twenty Canadian Government Railways' freight cars, and two hundred and twenty-two of other lines were damaged for approximately \$54,000; four Canadian Government Railways' locomotives suffered damages estimated at \$6,000; the Canadian Government steamer *McKee* was also damaged for about \$70,000; the damages at the Willow Park Shops were estimated at \$130,000; piers Nos. 2, 3, and 4, and the adjacent freight sheds and other buildings were much damaged; the elevator was also damaged; the piers at Richmond were all wrecked, and some totally destroyed. Pier No. 9 was repaired as soon as possible.

In order to obtain relief quickly from the effects of the damage to the various shipping facilities, the construction of the two large sheds on pier "A," at the Ocean Terminals Site, was rushed to completion.

The estimated damages are as follows: to H.M.C. dockyards, \$205,000; to the Canadian Government Railways' property, \$1,250,000.

The actual expenditure on the restoration to March 31, 1918, amounts to \$846,305.53.

A special report on the restoration is made in the General Manager's report, Appendix II.

Of the works undertaken by the Canadian Government Railways, on account of restoration, 95 per cent has been about completed.

It has been estimated that the material damage to property in the city of Halifax, the town of Dartmouth, and the surrounding municipal districts, is over \$16,000,000. The chairman of the commission has reported that the total loss of life through the disaster was probably one thousand eight hundred, and would probably reach two thousand, or even more, making this disaster one of the greatest in the national history of Canada.

SUBSIDIZED RAILWAYS.

Information as to subsidized railways is given in the statements of the accountant of the department, which will be found in the appendix hereto, Part I. The accountant's statements show all payments made since the beginning of the system of railway subsidies in the year 1883-84.

The total payments made on subsidy account during the year ended March 31, 1918, amounted to \$720,491.75.

CANADIAN NORTHERN RAILWAY ACQUISITION AND TRANSFER OF THE CAPITAL STOCK.

In 1913, as authorized by clauses No. 8 and 9 of Act 3-4 George V, cap. 10, the Canadian Northern Railway Company was authorized and empowered to issue and transfer to the Minister of Finance and Receiver General of Canada, in trust for His Majesty, fully paid up and non-assessable seventy thousand shares of the common stock of the Canadian Northern Railway Company, upon the consideration of the Governor in Council undertaking to grant to the Canadian Northern Ontario Railway Company and the Canadian Northern Alberta Railway Company certain subsidies on a mileage of railway to be built not exceeding 1,170 miles. This stock was duly transferred.

In 1914, as authorized by clause 5 of Act 4-5 George V, cap. 20, three hundred and thirty thousand fully paid up shares of the par value of one hundred dollars of the Canadian Northern (as defined by the Act) were transferred to the Minister of Finance and Receiver General of Canada, in trust for His Majesty, in consideration of the guaranteeing of the payment of the principal and interest of the bonds, debentures, etc., of the Canadian Northern to an amount not exceeding \$45,000,000.

By clause No. 12 of the same Act, the capital stock of the Canadian Northern was fixed at the sum of one hundred million dollars, subject to increase by Parliament of Canada only. For the purposes of exchanging convertible debenture stock for common stock, the right of which is secured by trust deed to certain trust companies, a further issue of common stock not to exceed twenty-five million dollars might be also issued on such terms as contained in the Act of 1914, 4-5 George V, cap. 20.

At the last session of Parliament, an Act (cap. 24, 7-8 George V), assented to on the twentieth day of September, 1917, was passed, authorizing the acquisition by His Majesty of the capital stock of the Canadian Northern Railway Company. Under the terms of this Act, and as authorized by an order in council dated the fifteenth day of November, 1917, an agreement dated the first day of October, 1917, was entered into by His Majesty, represented by the Minister of Finance and the Minister of Railways and Canals, Mackenzie, Mann and Company, Limited, called "the owners," and the Canadian Bank of Commerce, called "the pledgees," for the purchase and sale of all their holdings in six hundred thousand shares of capital stock of the Canadian Northern Railway Company (par value \$60,000,000) not now held by the Minister of Finance of Canada in trust for His Majesty, such holdings being not less than five-sixths of said six hundred thousand shares, the price to be determined by arbitration.

Under authority of an order in council dated the seventeenth day of October, 1917, Sir William Ralph Meredith, Chief Justice of Ontario, was appointed to represent the Government of Canada on the Board of Arbitration.

At the first meeting of the board at Toronto, January 18, 1918, Mackenzie, Mann and Company, Limited, represented by Sir William Mackenzie, President, and the Canadian Bank of Commerce by Sir B. E. Walker, President, appointed Hon. William Nesbitt, K.C., as one of the arbitrators. Sir William Meredith then announced that Hon. Robert E. Harris, Justice of the Supreme Court of Nova Scotia, has been appointed as third arbitrator.

Up to March 31, 1918, the board had held twenty-five sittings, and at the close of the fiscal year their labours were yet to be completed.

The agreement between His Majesty and Mackenzie, Mann and Company, Limited, and the Bank of Commerce, is printed in full in Appendix VI.

After application had been made by the Canadian Northern Railway for the assistance authorized by section three of the said Act, an order in council, dated the fifteenth day of November, 1917, was passed authorizing the Minister of Finance to give the assistance provided for in the Act (cap. 24, 7-8 George V) on and after the transfer of at least five-sixths of the 600,000 shares, and to make advances out of the Consolidated Revenue Fund up to and not exceeding twenty-five million dollars, such payment to be made only as certified by the Financial Comptroller of the Department of Railways and Canals, and approved by the Minister of Finance; such advance to be for the purpose of paying and settling any indebtedness of the company.

Under the authority of the order in council, and 510,000 shares having been duly transferred to the Minister of Finance in trust for His Majesty, certificates were issued by the Financial Comptroller of the Department of Railways and Canals to the amount of \$25,000,000, and paid by the Minister of Finance.

The arbitration not having been completed on March 1, 1918, as per agreement (Appendix VI), subsequent agreements were made extending the period of completion to April 1 and May 1, 1918, as authorized by orders in council of 28th February and 28th March, 1918.

At the close of the fiscal year the Minister of Finance and Receiver General of Canada holds, in trust for His Majesty, 910,000 fully-paid-up and non-assessable shares of the common stock of the Canadian Northern Railway Company, amounting to \$91,000,000 par being \$100 a share.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3, Edward VII, chapter 58 (1903), amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished, and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members (increased to six by the Act of 1908, chapter 62) to be appointed by the Governor in Council, this Act was brought into force on February 1, 1904, by proclamation, on the authority of an Order in Council, dated January 18, 1904, which also appointed certain persons as commissioners. By the Act of 1908, chap. 61, the jurisdiction of the board was extended to cover the operation of telegraph and telephone lines, and by

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the Act of 1908, chapter 62, certain amendments were made to its constitution and otherwise. By the Act of 1909, chapter 31, the board was empowered to determine the maximum price to be charged for electricity developed through water-powers leased from the Crown. An Act of 1910, chapter 50, amended certain provisions of the Railway Act regarding the powers of the board, and the Act of the same year, chapter 57, extended the jurisdiction of the board to cover the fixing by it of the tariffs of wireless telegraph and marine electric telegraphs or cables. The Act of 1911, chapter 22, gave powers to the board to require from railway companies the establishment of a staff of fire-rangers, modified the previous enactments regarding the disposal of electricity developed through Government-leased water-powers, and amongst other enactments, made provision for action, through the board, to ensure the efficient operation of subsidized railways. The office of the board is at Ottawa, though it is authorized to hold session in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

It is required to make annually a report of its proceedings, which report is laid before Parliament.

The report for the year ending March 31, 1918, of which a summary is given below, has been received.

During the fiscal year the board held fifty-nine public sittings, at which 391 applications were heard. These consisted of complaints of private individuals or of larger matters of general public interest affecting the community as a whole. The total number of applications and complaints dealt with by the board amounted to 3,611; 20 per cent of which were set down for formal hearing, and 80 per cent which were disposed of without the necessity of such a hearing.

In April, 1917, the railway companies applied for authority to increase their freight and passenger rates. There were ten sittings of the board on the matter at the most important cities from Montreal to Vancouver, and judgment on the question was issued December 26, 1917. The Engineering Department carried out a large number of inspections covering the railways of the whole Dominion. These inspections covered the opening of railways for traffic, and also inspections of all kinds, such as culverts, railway crossings, cattle guards, bridges, subways, etc., to ensure safety.

The Operating Department carried out the inspection of locomotive boilers, safety appliances on cars and locomotives, investigations into accidents causing personal injury or loss of life, train and station service, etc. This department reports 333 fatal accidents, not including 31 persons killed in automobile accidents at railway crossings. On the railways, 22 passengers, 137 employees and 174 other persons were killed. Of these 174 last mentioned, 93 were trespassers; of the 31 persons killed in automobile accidents, 26 were killed at unprotected crossings; 397 orders providing protection at 144 crossings were given.

The Fire Inspection Department reports that the inspection has been carried on in co-operation with various Dominion and Provincial fire protective organizations. Seventy-eight employees of such organizations were under appointment as local officers of the board.

The total damages by fire amounted to \$105,668. Of these fires 76·84 per cent were attributed to the railways; 7·84 per cent to other known causes, and 15·32 per cent to unknown causes. Many of the fires attributable to railways caused so little damage that only \$25,819 of the total damages of \$105,668 is attributed to the railways.

Very complete details on the above matters will be found in the annual report of the board, which will be laid before Parliament in due course.

CANALS.

The total expenditure on the Dominion canals for the twelve months ended March 31, 1918, was \$3,327,556·55, comprising \$1,781,957 charged to capital, \$111,552·28 charged to income, \$859,119·25 for staff, and \$574,927·95 for repairs; the last two items being charged to revenue.

The balance of rentals due on April 1, 1917, was \$119,061·44. The rentals accrued during the year amounted to \$270,018·82, making a total of \$419,111·26. Of this amount, there was collected during the year a total, after deducting abatements aggregating \$4,054·64, of \$237,867·64. The balance remaining due on March 31, 1918, was \$177,190·98. It should be observed that, as a general rule, rentals are payable in advance, this fact accounting, to a considerable extent, for the large amount of rental due at the end of each year.

The total revenue collected amounted to \$411,868·22, the balance being made up of wharfage dues, fines, etc., and a total of \$163,161·82 derived from the operation of the Port Colborne grain elevator on the Welland canal.

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

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

The above figures relate to the fiscal year 1917-18, but very voluminous statistics relating to canal traffic, and various commercial statistics, for the season of navigation of the year 1917, will be found in the "Canal Statistics," which are issued as a separate report.

CANAL TRAFFIC.

The following are the principal features of the canal traffic during the season of 1917:

On the Welland canal, 2,190,512 tons of freight were moved, a decrease of 51,426 tons. Of the total, 562,669 tons were agricultural products, and 243,965 tons were produce of the forest; of coal, 1,300,667 tons were carried; 2,202,823 tons were through freight, of which 1,959,050 tons passed eastward.

Of the through freight, Canadian vessels carried 1,926,669 tons, an increase of 243,813 tons, and United States vessels 276,151 tons, a decrease of 112,115 tons.

The total through freight passed eastward and westward through this canal to United States ports was 35,900 tons, a decrease of 167,507 tons compared with the year 1916.

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The quantity of grain passed down the Welland and St. Lawrence canals to Montreal was 534,822 tons, a decrease of 74,297 tons as compared with the previous year. No transshipments have been made at Ogdensburg since 1903.

On the St. Lawrence canals, 3,391,144 tons were moved, an increase of 23,080 tons; 2,614,356 tons were eastbound through freight and 411,329 westbound freight; 564,185 tons were agricultural products, 1,951,021 tons coal, and 469,433 tons forest products.

On the Ottawa River canals, the total quantity of freight moved was 214,835 tons, a decrease of 22,816 tons; 98,439 tons were products of the forest.

On the Chambly canal, 434,818 tons were moved, an increase of 35,841 tons; 259,713 tons were products of the forest, and 129,222 tons of coal.

On the Rideau canal 84,549 tons were carried, a decrease of 20,881 tons, 11,826 tons being products of the forest and 3,138 tons of coal.

On the St. Peter's canal 62,254 tons were carried, an increase of 52,625 tons; 42,033 tons were coal. The canal was closed to public traffic during the season of 1915 for the reconstruction of the lock, and was opened on September 1, 1916.

On the Murray canal 57,603 tons passed, an increase of 10,923 tons.

On the Trent canal, 48,924 tons were moved, an increase of 3,915 tons; 44,810 tons were the produce of the forest.

On the St. Andrews lock, on the Red River, Manitoba, the volume of business was 7,174 tons.¹

On the Sault Ste. Marie canal the total movement of freight was 15,447,092 tons, being a decrease of 1,366,557 tons. There were 1,337 passages of vessels, the number of lockages being 4,142. Of wheat, 65,174,092 bushels, and of other grain 18,557,946 bushels were carried; also 3,330,047 barrels of flour; 11,127,031 tons of iron ore; 1,247,887 tons of coal; and 3,951,600 feet, board measure, of lumber.

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

The total traffic through the several canals of the Dominion for the season of 1917 amounted to 22,238,935 tons, a decrease of 1,344,556 tons compared with the previous year; 244,819 passengers were carried, a decrease of 18,829.

CANAL STATISTICS.

The traffic statistics of the Dominion canals for the season of navigation of 1917 are compiled by the Comptroller of Statistics, and are issued as a separate report.

RAILWAY STATISTICS.

The digest of the sworn statements of railway companies relating to their operations in Canada for the twelve months ended June 30 1917, is prepared by the departmental Comptroller of Statistics, and is issued as a separate report.

¹ This work, which consists of a lock and dam on the Red River, about fifteen miles north of Winnipeg, was built and is operated by the Department of Public Works. It affords communication between Winnipeg and lake Winnipeg, and is mentioned here for statistical purposes only.

AMENDMENTS TO THE RAILWAY ACT.

By virtue of chapter 37, 7-8 George V, the Railway Act has been amended by an Act assented to September 20, 1917, and entitled as follows:

"An Act concerning the payment of salaries or wages of employees of Railway companies and to otherwise amend the Railway Act."

The amendments are given in full detail in the report of the Board of Railway Commissioners.

SUNDRY WORKS.

The report of the Chief engineer of the department, which will be found in Part III of the appendices, gives comprehensive information as to the several works under his charge, the principal of which are the Hudson Bay railway, the Trent canal, the new Welland Ship canal, and the terminals of the Intercolonial railway at or near Halifax.

A separate report, by the Chief Engineer of the Department, on Canals and Navigation routes, is published for the first time this year.

I have the honour to be, sir,

Your obedient servant,

G. A. BELL.

Acting Deputy Minister.

APPENDIX I

STATEMENTS OF THE ACCOUNTANT

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SUMMARY

GENERAL SUMMARY of the Expenditure and the Revenue for the fiscal year ending March 31, 1918, and previous years.

I.—EXPENDITURE.		\$	cts	\$	cts
Total expenditure for the year as per statements following pages 4 to 28				74,639,286	44
This expenditure is divided as follows:—					
Total expenditure on Railways for the year, including Quebec Bridge and Railway Subsidies, page 6		70,113,667	61		
Total expenditure on Canals for the year, page 7		3,327,556	55		
General expenditure common to both Railways and Canals, for the year, page 7		1,198,062	28		
				74,639,286	44
The grand total of the expenditure to March 31, 1918, on Railways and Canals, as shown on page 19 of this report, amounts to				975,236,219	62
This expenditure is divided as follows:—					
Grand total expenditure on Railways, including Quebec Bridge and Railway Subsidies		805,112,482	04		
Grand total expenditure on Canals		167,468,290	99		
Grand total general expenditure, common to both Railways and Canals		2,655,446	59		
				975,236,219	62
II.—REVENUE RECEIVED.					
The revenue from both Railways and Canals for the fiscal year amounts to				27,655,825	09
Revenue from the Railways		27,240,956	87		
Revenue from the Canals		414,868	22		
				27,655,825	09
The grand total of the revenue to March 31, 1918, on Railways and Canals both amounts to (see page 19)				292,716,394	88
Grand total of the revenue from the Railways		275,636,255	34		
Grand total of the revenue from the Canals amounts to		17,080,139	54		
				292,716,394	88
III.					
The principal expenditures during the fiscal year were as follows:—					
Working expenses, Canadian Government Railways				33,400,460	45
Rolling Stock, Canadian Government Railways				24,392,985	80
Steamers "Drummond" and "McKee"				1,020,000	00
Construction and Betterments, Canadian Government Railways				5,876,065	12
Hudson Bay Railway				1,879,699	00
Quebec and Saguenay Railway				1,371,334	97
Quebec Bridge				931,278	01
Prince Edward Island Railway, Car Ferry Terminals				304,355	04
National Transcontinental Railway, Right of Way Claims				209,575	57
Railway Subsidies				720,404	75
Canal Expenditure				3,327,556	55
War Appropriation, including Halifax Restoration				1,196,850	88
General—Sundries, less various credits				8,720	30
Total				74,639,286	44

The sundry classifications of this expenditure and the revenue are shown on pages 4, 5, 6, and 7 for the fiscal year and page 19 for the expenditure previous to Confederation and since. Further details on the expenditure will be shown in the report of the General Manager of the Canadian Government Railways. Appendix II.

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EXPENDITURE

GENERAL STATEMENT of Expenditure during the Year ending March 31, 1918.

	\$	cts	\$	cts
<hr/>				
TOTAL EXPENDITURE (as per statements, pages 8 and 9)			74,639,286	44
Expenditure chargeable to Railways	68,099,532	44		
" " Railways, General	362,452	44		
" " Quebec Bridge	931,278	01		
" " Railway Subsidies	720,404	75		
Total expenditure, Railways			70,113,667	61
Expenditure chargeable to Canals	3,156,401	31		
" " Canals, General	171,155	24		
Total expenditure, Canals			3,327,556	55
General expenditure			1,198,062	28
Total expenditure			74,639,286	44
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CLASSIFICATION OF EXPENDITURE IN GENERAL				
Capital Account	37,412,652	04		
Revenue Account	34,849,607	65		
Income Account	1,656,022	00		
Consolidated Fund (railway subsidies, Income)	720,404	75		
Total expenditure			74,639,286	44
<hr/>				
CLASSIFICATION OF EXPENDITURE BY ACCOUNTS				
<i>Railways</i>				
Capital expenditure	Railways	34,909,071	96	
" " General		345	00	
Revenue expenditure	Railways	33,400,460	45	
" " Railways, General		15,100	00	33,415,560 45
Income expenditure	Railways, General	347,007	44	347,007 44
<i>Quebec Bridge</i>				
Capital expenditure	Quebec Bridge	931,278	01	931,278 01
<i>Railway Subsidies</i>				
Consolidated Fund	Railway Subsidies	720,404	75	720,404 75
Total expenditure, Railways				70,113,667 61
<i>Canals</i>				
Capital expenditure	Canals	1,781,957	07	1,781,957 07
Income	Canals	90,255	66	
" " Canals, General		21,296	62	111,552 28
Revenue	Canals Staff	743,857	09	
" " Canals Staff, General		115,262	46	859,119 25
" " Canals Reports		540,431	49	
" " Canals Reports, General		34,596	46	574,927 95
Total expenditure on Canals				3,327,556 55
General Expenditure (Income account)			1,198,062	28
Total expenditure			74,639,286	44

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REVENUE

GENERAL STATEMENT of the Revenue received during the Year ending
March 31, 1918.

	\$	cts	\$	cts
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TOTAL REVENUE RECEIVED DURING FISCAL YEAR			27,655,825	09
Revenue from Railways	27,240,956	87		
" " Canals	414,868	22		
Total revenue as above			27,655,825	09
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STATEMENT OF REVENUE RECEIVED, IN DETAIL —				
Railways—				
Intercolonial Railway, including New Brunswick and Prince Edward Island Railway	18,558,186	41		
International Railway of New Brunswick	140,900	44		
National Transcontinental Railway	7,621,204	51		
Prince Edward Island Railway	656,227	22		
Total	27,176,518	58		
St. John & Quebec Ry	64,438	29		
Total revenue from Railways			27,240,956	87
<hr/>				
Canals—				
Welland Canal	59,504	39		
" Elevator, Port Colborne	163,164	82		
Welland Ship Canal	2,832	50		
Lachine Canal	140,392	81		
Beauharnois Canal	14,818	45		
Cornwall Canal	14,220	16		
Williamsburg Canal	1,660	10		
Soulanges Canal	3,632	77		
Chambly Canal	785	00		
Carillon and Grenville Canal	515	00		
Rideau	8,956	65		
Trent Canal	3,829	04		
St. Peters Canal	7	06		
Sault Ste. Marie Canal	85	00		
Murray Canal	248	00		
Ste. Anne's Lock and Canal	215	83		
Chats Falls Canal	1	00	114,868	22
Total revenue received during fiscal year			27,655,825	09

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EXPENDITURE on Railways for Year ended March 31, 1918.

Name of Railways.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue. Working Expenses.	Total
	\$ cts	\$ cts	\$ cts	\$ cts
Canadian Government Railways rolling stock	24,392,985 80			24,392,985 80
Hudson Bay Railway	1,879,699 00			1,879,699 00
Intercolonial Railway	5,860,132 59		21,090,298 09	26,950,430 68
New Brunswick and Prince Edward Island Railway	120,663 61			120,663 61
International Railway of New Brunswick Statutory	5,369 51		295,508 92	300,878 43
National Transcontinental Railway	690,453 19		90,000 00	90,000 00
Prince Edward Island Railway	378,433 29		10,660,389 89	11,350,843 08
Quebec & Saguenay Railway	1,371,334 97		1,123,291 12	1,501,724 41
St. John & Quebec Railway			140,972 43	1,371,334 97
Total	34,699,071 96		33,400,460 45	68,099,532 41
Quebec Bridge	931,278 01			931,278 01
Railway Subsidies		720,404 75		720,404 75
	35,630,349 97	720,404 75	33,400,460 45	69,751,215 17
<i>General on Railways.</i>				
Enquiry and report on the Railway situation of Canada		55,047 04		55,047 04
Railway Commission, Maintenance		172,578 22		172,578 22
Railway Commission, Statutory		53,435 53		53,435 53
Surveys and Inspections		36,653 99		36,653 99
Railway Grade Crossing Fund		13,740 85		13,740 85
Governor General's Car, attendance, etc.		3,037 84		3,037 84
To provide for the building of two wooden ships	345 00			345 00
Contribution to the International Association of Railways Congress		97 33		97 33
Expenses with Consolidation of The Railway Act		2,000 00		2,000 00
Contribution of the Government to the Faculty of McGill University		2,500 00		2,500 00
Contribution of the Government to the Faculty of the Polytechnic School, Mon- treal		2,500 00		2,500 00
Compassionate allowances to families of de- ceased employees			13,500 00	13,500 00
Compassionate allowances to families of de- ceased employees, Hudson Bay Railway			1,600 00	1,600 00
Continuous Audit on behalf of the Government of Canada		5,416 64		5,416 64
Total	345 00	317,007 41	15,100 00	362,452 44
Grand total, Railways	35,630,694 97	1,067,412 19	33,415,560 45	70,113,667 61
<i>Miscellaneous</i>				
Work Appropriation, including Halifax Restora- tion		1,196,850 88		1,196,850 88
Cost of Litigation		1,211 40		1,211 40
Total		1,198,062 28		1,198,062 28

*Including the working expenses of the New Brunswick & Prince Edward Island Railway.

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EXPENDITURE ON CANALS for Year ended March 31, 1918.

Name of Canals.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue.		Total Expen- diture during year.
			Staff.	Repairs.	
	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts
Carillon and Grenville			27,883 96	15,772 85	43,656 81
Chambly.....		1,699 39	40,270 99	35,488 37	77,458 75
Cornwall.....			88,502 06	40,609 29	129,111 35
Lachine.....			102,650 70	129,600 37	232,251 07
Murray.....			7,164 29	3,023 07	10,187 36
Rideau.....	470 00		63,915 39	67,803 81	132,189 20
Sault Ste. Marie	5,500 00		28,638 99	22,985 55	57,124 54
Soulanges.....		998 46	39,483 59	39,316 36	79,798 41
Ste. Anne's Lock.....		1,384 37	4,240 78	4,007 86	9,633 01
St. Ours Lock.....			4,508 19	3,357 04	7,865 23
St. Peter's.....		44,999 60	5,837 99		50,837 59
Trent.....	602,777 41	14,083 49	57,729 56	44,601 96	719,192 42
Welland.....		27,090 35	234,549 59	109,751 70	371,391 64
Welland Ship.....	1,235,046 59				1,235,046 59
Williamsburg.....			38,481 01	24,013 26	62,494 27
Williamsburg Galops Canal (Ex- chequer Court Award)....	2,226 16				2,226 16
Total.....	1,846,020 16	90,255 66	743,857 09	540,331 49	3,220,464 40
Less—Amount received for Sault Ste. Marie Canal lands sold to the Lake Superior Corporation ..	64,063 09				64,063 09
<i>General on Canals.</i>	1,781,957 07	90,255 66	743,857 09	540,331 49	3,156,401 31
Dredge vessels, Lachine.....				8,748 55	8,748 55
Dredge vessels, Rideau				22,848 41	22,848 41
Miscellaneous.....			3,315 19		3,315 19
Statistical Officers.....			38,171 65		38,171 65
Sunday Labour.....			51,854 50		51,854 50
Surveys, Inspections		16,615 87			16,615 87
<i>Quebec Canals.</i>					
Maintenance.....			19,920 82		19,920 82
Hungry Bay Dyke				2,999 50	2,999 50
<i>Miscellaneous.</i>					
Miscellaneous works not provided for Civil Service Amendment Act gra- tuities to dependents of deceased employees.....		1,279 00			1,279 00
Compassionate allowance to the widow of the late John Bates		3,401 75			3,401 75
			2,000 00		2,000 00
Total.....		21,296 62	115,262 16	34,596 46	171,155 24
Grand total	1,781,957 07	111,552 28	859,119 25	574,927 95	3,327,556 55

RECAPITULATION.

	Capital.	Income.	Revenue.	Total.
	\$ cts	\$ cts	\$ cts	\$ cts
Expenditure on railways, including Quebec Bridge and Railway Subsidies. . .	35,630,694 97	1,067,412 19	33,415,560 45	70,113,667 61
Expenditure on canals.....	1,781,957 07	111,552 28	1,434,047 20	3,327,556 55
Miscellaneous expenditure. . .		1,198,062 28		1,198,062 28
Grand total.....	37,412,652 04	2,377,026 75	34,849,607 65	74,639,286 44

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EXPENDITURE on Canals to March 31, 1918.

CAPITAL ACCOUNT.

Canal	Previous Years		1917-18		Total	
	\$	cts.	\$	cts.	\$	cts.
Rue Verte						
Beauharnois	1,636,690	26			1,636,690	26
Carillon and Grenville	4,182,092	96			4,182,092	96
Chambly	780,996	52			780,996	52
Cornwall	7,246,304	21			7,246,304	21
Colbarte Lock and Dam	382,391	46			382,391	46
Laehne	14,132,684	80			14,132,684	80
Lake St. Francis	75,906	71			75,906	71
Lake St. Louis	298,176	11			298,176	11
Murray	1,248,946	71			1,248,946	71
Rideau	4,201,801	31		470 00	4,202,271	31
Sault Ste. Marie	1,994,372	51	58,563 00		4,935,809	42
Soulanges	7,904,044	53			7,904,044	53
St. Anne Lock	1,170,215	63			1,170,215	63
St. Lawrence River and Canals						
North Channel	1,995,142	87			1,995,142	87
River Reaches	483,830	20			483,830	20
Gadops Channel	1,039,895	65			1,039,895	65
St. Ours Lock	127,228	56			127,228	56
St. Peter's	648,547	14			648,547	14
Tay	489,599	23			489,599	23
Trent	16,239,383	74	602,777 41		16,842,161	15
Welland	29,399,405	93			29,399,405	93
Welland Ship	13,693,922	99	1,235,046 59		14,928,969	58
Williamsburg	1,334,551	80			1,334,551	80
Entrance Point	877,090	57			877,090	57
Gadops	6,111,241	95	2,226 16		6,113,468	11
Rapide Flat	2,159,880	80			2,159,880	80
Total	122,884,348	45	1,781,957 07		124,666,305	22
Canals General	31,966	69			31,966	69
Grand Total	122,916,314	84	1,781,957 07		124,701,271	91

INCOME ACCOUNT.

Rue Verte	44,387	53			44,387	53
Beauharnois	265,810	84			265,810	84
Carillon and Grenville	331,431	74			331,431	74
Chambly	759,574	15	1,099 39		761,273	54
Cornwall	593,652	62			593,652	62
Colbarte Lock and Dam	60,923	37			60,923	37
Laehne	1,595,902	70			1,595,902	70
Lake St. Francis	25,043	68			25,043	68
Lake St. Louis						
Murray	101,423	41			101,423	41
Rideau	676,832	22			676,832	22
Sault Ste. Marie	280,098	04			280,098	04
Soulanges	159,067	42	998 46		160,065	88
St. Anne Lock	84,044	81	1,384 37		85,429	18
St. Lawrence River and Canals	128,298	41			128,298	41
St. Ours Lock	174,028	88			174,028	88
St. Peter's	661,553	13	44,999 60		706,553	13
Tay	748	65			748	65
Trent	940,786	31	14,084 49		954,869	80
Welland	1,587,486	84	27,090 45		1,587,486	84
Welland Ship						
Williamsburg	299,000	15			299,000	15
Total	8,763,604	32	90,255 66		8,853,859	98
Canals General	645	40	24,296 62		666,681	72
Grand Total	9,408,989	42	114,552 28		9,520,541	70

* Amount received for the sale of land to the Lake Superior Corporation. \$ 44,063 00

† Amount of Expenditure chargeable to Capital during the fiscal year. 5,500 00

Difference credited to profits. 838,563 00

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MISCELLANEOUS EXPENDITURE for Year ended March 31, 1918.

REVENUE ACCOUNT—REPAIRS

Canals	Previous Years	1917-18	Total
	\$ cts	\$ cts.	\$ cts.
Baie Verte.....			
Beauharnois.....	525,691 23		525,691 23
Carillon and Grenville.....	577,328 91	15,772 85	593,101 76
Chambly.....	943,237 30	35,488 37	978,725 67
Cornwall.....	994,554 14	49,609 29	1,035,163 43
Culbute Lock and Dam.....	7,036 15		7,036 15
Lachine.....	2,107,488 76	129,600 37	2,237,089 13
Murray.....	101,238 17	3,023 07	104,261 24
Rideau.....	1,767,665 34	67,803 81	1,835,469 15
Sault Ste. Marie.....	374,159 17	22,985 55	397,144 72
Soulanges.....	461,949 50	39,316 36	501,265 86
Ste. Anne's Lock.....	142,741 63	4,007 56	146,749 49
St. Lawrence River and Canals			
St. Ours Lock.....	101,022 76	5,357 04	104,379 80
St. Peter's.....	36,423 55		36,423 55
Trent.....	721,685 47	44,601 96	766,287 43
Welland.....	3,724,584 56	109,731 70	3,834,336 56
Welland Ship.....			
Williamsburg.....	616,842 75	24,013 26	640,856 04
Total.....	13,203,649 72	549,331 49	13,743,981 21
Canals, General.....	514 257 61	34,596 46	548,854 07
Grand total.....	13,717,907 33	574,927 95	14,292,835 28

REVENUE ACCOUNT—TAFF.

Beauharnois.....	649,574 89		649,574 89
Carillon and Grenville.....	844,714 16	27,883 96	842,598 12
Chambly.....	982,145 77	49,270 99	1,022,416 76
Cornwall.....	1,641,333 34	88,502 06	1,729,835 40
Culbute Lock and Dam.....	11,507 48		11,507 48
Lachine.....	2,763,340 64	102,650 70	2,865,991 34
Murray.....	139,640 44	7,164 29	146,804 73
Rideau.....	1,727,749 69	67,915 39	1,791,665 08
Sault Ste. Marie.....	425,872 60	28,638 99	454,511 59
Soulanges.....	539,921 10	39,483 59	579,404 69
Ste. Anne's Lock.....	116,005 63	4,249 78	120,245 41
St. Ours Lock.....	118,500 76	4,508 19	123,008 95
St. Peter's.....	116,462 93	5,837 99	122,300 92
Trent.....	575,720 49	37,729 56	633,450 05
Welland.....	4,836,865 31	234,549 59	5,071,414 90
Williamsburg.....	654,578 87	38,481 01	693,059 88
Total.....	16,113,934 10	743,857 09	16,857,791 19
Canals, General.....	1,980,588 75	115,292 16	2,095,550 91
Grand total.....	18,094,522 85	859,149 25	18,953,642 10

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TOTAL Expenditure by Canal to March 31, 1918.

Canals.	Capital.	Income.	Revenue.		Totals.
			Staff.	Repairs.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Baie Verte		44,387 53			44,387 53
Beauharnois	1,636,690 26	265,810 84	649,574 89	525,691 23	3,077,767 22
Carillon and Grenville	4,182,092 96	351,431 74	842,598 12	593,101 76	5,969,224 58
Chambly	780,996 52	761,273 54	1,022,416 76	978,725 67	3,543,412 49
Cornwall	7,246,304 21	593,652 62	1,729,835 40	1,035,163 43	10,604,955 66
Culbute Lock and Dam	382,391 46	60,923 37	11,507 48	7,036 15	461,858 46
Lachine	14,132,684 80	1,595,902 70	2,865,991 34	2,237,089 13	20,831,667 97
Lake St. Francis	75,906 71	25,043 68			100,950 39
Lake St. Louis	298,176 11				298,176 11
Murray	1,248,946 71	101,423 11	146,804 73	104,261 24	1,601,435 79
Rideau	4,202,274 31	676,832 22	1,791,665 08	1,835,469 15	8,506,240 76
Sault Ste. Marie	4,935,809 42	280,098 04	454,511 59	397,144 72	6,067,563 77
Soulanges	7,904,044 53	160,065 88	579,404 69	501,265 86	9,144,780 96
Ste. Anne's Lock	1,170,215 63	85,429 18	120,246 41	146,749 49	1,522,640 71
St. Lawrence River and Canals					
North Channel	1,993,142 87				
River Reaches	483,830 20	128,298 11			3,647,166 83
Galops Channel	1,039,895 65				
St. Ours Lock	127,228 56	174,028 88	123,008 95	104,379 80	528,646 19
St. Peter's	648,517 14	706,553 13	122,360 92	36,423 55	1,513,824 74
Tay	489,599 23	748 65			490,347 88
Trent	16,842,161 15	951,869 80	633,450 05	766,287 43	19,196,768 43
Welland	29,399,405 93	1,587,486 81	5,071,414 90	3,834,336 56	39,892,644 20
Welland Ship	14,928,969 58				14,928,969 58
Williamsburg	1,334,551 80				
Larran's Point	877,090 57	299,600 15	693,059 88	640,856 04	12,148,507 35
Galops	6,143,468 11				
Rapide Plat	2,159,880 80				
Total	124,666,305 22	8,853,859 98	16,857,791 19	13,743,981 21	164,121,937 60
Canals, General	31,966 69	666,681 72	2,095,850 91	518,854 07	3,346,353 39
Grand Total	124,701,271 91	9,520,541 70	18,953,642 10	14,292,835 28	167,468,290 99

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RECAPITULATION.

YEARLY Expenditure on Canals and Revenue received to March 31, 1918.

	Year end- ing.	Capital	Income.	Revenue.		Revenue received.
				Staff.	Repairs.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation, including Imperial Government expenditure		20,593,866 13	98,378 46			
Government expenditure 1868 to 1879 included		17,004,842 55	515,196 21	1,830,398 92	1,832,998 61	5,079,068 36
Govt. expenditure since.....	1880	2,123,366 34		195,039 33	147,167 52	341,598 14
"	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
"	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
"	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
"	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
"	1885	1,504,621 47	58,298 29	280,226 20	201,708 47	321,289 47
"	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
"	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
"	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
"	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
"	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
"	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
"	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
"	1893	2,069,573 30	196,185 84	291,048 97	204,759 39	357,089 87
"	1894	3,027,164 19	110,512 07	294,446 34	179,630 13	387,788 97
"	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
"	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
"	1897	2,348,636 91	101,265 74	287,970 36	178,385 47	384,780 53
"	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	467,652 81
"	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 38
"	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 86
"	1901	2,360,569 89	135,500 57	314,095 04	262,876 07	315,425 69
"	1902	2,114,689 88	213,044 91	317,838 61	263,768 27	300,413 68
"	1903	1,823,273 61	275,103 58	390,281 82	294,113 92	230,213 15
"	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	79,536 51
"	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 21
"	1906	1,552,121 21	310,716 70	447,962 92	375,889 60	108,067 76
"	1907	887,838 61	254,423 18	329,629 63	287,231 03	105,003 15
"	1908	1,708,156 37	483,250 11	473,638 95	411,660 53	144,882 13
"	1909	1,868,834 45	699,304 73	475,515 04	433,958 10	199,501 26
"	1910	1,650,706 64	459,835 62	515,585 16	491,793 02	193,384 28
"	1911	2,349,474 49	385,534 55	511,305 94	471,530 32	221,138 49
"	1912	2,554,938 91	384,860 73	585,899 54	555,709 95	264,114 48
"	1913	2,255,448 21	292,960 26	605,248 57	535,135 66	307,567 66
"	1914	2,824,536 79	351,397 24	642,844 68	574,038 68	380,188 06
"	1915	5,490,796 03	405,806 32	675,170 67	562,599 27	427,763 14
"	1916	6,142,148 96	348,174 41	697,532 44	529,565 23	446,722 21
"	1917	4,304,589 09	372,102 96	700,022 11	486,167 67	461,423 14
"	1918	1,781,957 07	90,255 66	743,857 09	540,331 49	414,868 22
*Total.....		*124,666,305 22	8,853,859 98	16,857,791 19	13,743,981 21	17,080,139 54

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

†Canal tolls abolished this year.

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CANALS REVENUE received during year ending March 31, 1918.

Collection Division	Wharfage, Storage, Harbour Dues, etc.		Hydraulic and other Rents.		Total.	
	\$	cts.	\$	cts.	\$	cts.
<i>Welland Canal</i>			414 00		414 00	
Port Colborne	55	30	11,099 40		11,154 70	
Port Colborne Elevator	163,164	82			163,164 82	
Port Dalhousie	539	09	47,396 60		47,935 69	
Totals	163,759	21	58,910 00		222,669 21	
<i>Welland Ship Canal</i>			2,832 50		2,832 50	
<i>St. Lawrence Canal</i> —						
Coteau Landing—Beauharnois Canal			14,818 15		14,818 15	
" " Soulanges Canal	154	00	3,478 77		3,632 77	
Cornwall	704	66	13,515 50		14,220 16	
Cardinal—Williamsburg Canal	10	00	1,650 10		1,660 10	
Lachine Canal—Montreal	11,389	74	128,396 93		139,786 67	
" " Lachine	606	14			606 14	
Totals	12,864	54	161,859 45		174,723 99	
<i>Chambly Canal</i>			636 00		636 00	
Chambly	4	00	56 00		60 00	
St. Johns			29 00		29 00	
St. Ours Lock			60 00		60 00	
Totals	4	00	781 00		785 00	
<i>Quebec River Canal</i> —						
Carillon & Grenville Canal			192 00		192 00	
" " Grenville	8	00	5 00		13 00	
" " Carillon			310 00		310 00	
Ste. Anne's Lock	63	83	152 00		215 83	
Chedoke Falls Canal			1 00		1 00	
Totals	71	83	660 00		731 83	
<i>Rideau Canal</i>			1,916 13		1,916 13	
Ottawa	150	00	3,261 82		3,411 82	
Kingston Mills			402 00		402 00	
Smiths Falls	65	00	3,161 70		3,226 70	
Totals	215	00	8,741 65		8,956 65	
<i>St. Peter's Canal</i>			7 00		7 00	
<i>Murray Canal</i>			248 00		248 00	
<i>St. Lawrence Canal</i>	88	00	3,741 04		3,829 04	
<i>St. John's Bay Canal</i>			85 00		85 00	
<i>Grand Canal</i>	177,002	58	237,865 64		414,868 22	
Amount deposited to the credit of the Receiver General					414,868 22	

HYDRAULIC AND OTHER RENTS, showing Rent accrued, paid, and balances due March 31, 1918.

Balance due April 1, 1917.	Hydraulic and other rents accrued 1917-18.		Lock House Rents.		Totals.		Canals.	Abatement for overcharges.		Deposited to the credit of the Receiver General.				Balance due March 31, 1918	Totals.
	\$	cts.	\$	cts.	\$	cts.		Lock House Rents.		Hydraulic Rents, etc.					
								\$	cts.	\$	cts.				
57,900 56	61,340 32	414 00	122,654 88		427 76		Welland			58,496 00		63,317 12	122,654 88		
645 00	2,955 50		3,600 50	Welland Ship			Williamsburg	850 00		2,832 50		768 00	3,600 50		
9,260 67	4,210 10	216 00	13,686 77	Cornwall			Bathurst			1,434 10		11,886 67	13,686 77		
1,425 10	14,025 50		15,450 60	Lachine			Chambly			13,515 50		1,935 10	15,450 60		
5,769 09	14,816 15		20,585 24	Rideau			Front			14,818 15		5,767 09	20,585 24		
30,632 77	130,228 60	204 00	167,065 37	Sault Ste. Marie			Carlton and Grenville	2,625 88		128,192 93		36,042 56	167,065 37		
760 84	126 00	696 00	1,582 84	Soulanges			St. Anne's Lock			85 00		801 84	1,582 84		
6,750 53	7,050 52	1,916 13	15,717 18	Chats Falls			St. Peter's			6,975 53		6,975 53	15,717 18		
14,465 80	16,780 23	1,263 00	32,509 03	Murray			Totals	151 00		2,478 04		28,616 99	32,509 03		
60 00	85 00		145 00							85 00		60 00	145 00		
21,383 08	643 00	192 00	22,218 08							315 00		21,711 08	22,218 08		
	3,136 00	342 77	3,478 77							3,136 00		3,478 77	3,478 77		
	32 00	120 00	156 00							32 00		4 00	156 00		
	7 00		7 00							1 00		1 00	7 00		
3 00	9 00	240 00	252 00							7 00		4 00	252 00		
										8 00					
149,061 44	264,445 92	5,603 90	419,111 26	Totals				4,054 64		5,603 90		177,190 98	419,111 26		

^aArrears amounting to \$89 have been transferred from Welland Ship Canal during 1917-18.

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WELLAND SHIP CANAL.—Amounts expended on Construction.

	Year ending.	Capital.
		\$ cts.
Expenditure	1914	994,257 60
"	1915	4,074,200 69
"	1916	4,892,105 15
"	1917	3,513,769 82
"	1918	1,235,046 59
Total.		14,709,379 85

Expenditure as above

\$14,709,379 85

To which add the preliminary expenditure for surveys, borings, etc., charged to Welland Canal capital as follows:—

1905-06	\$ 13,231 97
1906-07	10,825 27
1907-08	8,300 34
1908-09	19,993 37
1909-10	9,979 91
1910-11	21,229 35
1911-12	23,138 60
1912-13	112,890 92
	219,589 73

Total cost of Welland Ship Canal to March 31, 1918

\$14,928,969 58

HUDSON BAY RAILWAY.—Amounts Expended on Construction.

	Year ending	Capital.
		\$ cts.
Government expenditure since Confederation	1909	92,427 83
" " "	1910	53,042 63
" " "	1911	181,149 81
" " "	1912	159,632 00
" " "	1913	1,099,063 15
" " "	1914	4,198,717 25
" " "	1915	4,773,743 99
" " "	1916	4,889,131 77
" " "	1917	2,604,279 04
" " "	1918	1,879,699 00
Total to March 31, 1918		20,233,887 37

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QUEBEC BRIDGE.—Amounts Expended on Construction.

	Year. ending.	Capital.	Income.
		\$ cts	\$ cts.
Government expenditure	1909		422,867 12
" "	1910		111,788 02
" "	1911	227,563 40	
" "	1912	603,293 07	
" "	1913	1,512,825 96	
" "	1914	2,604,105 61	
" "	1915	2,816,305 10	
" "	1916	2,746,813 70	
" "	1917	2,733,677 00	
" "	1918	931,278 01	
Total		14,175,861 85	534,655 14
Less amount received from the Phoenix Bridge Co., 1910			100,000 00
Total to March 31, 1918		14,175,861 85	434,655 14

Capital expenditure as above. \$14,175,861 85

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

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

Amount guaranteed by Act of 1903, Chap. 54..... \$ 6,424,781 00

Amount paid to the Province of Quebec 250,000 00

Amount paid to City of Quebec 300,000 00

Amount paid to Emile Tanguay, as per Supreme Court award..... 485 20

6,975,266 20

\$21,151,128 05

Less amount received from the Phoenix Bridge Co. 100,000 00

Agrees with Public Accounts Balance Sheet, 1918..... \$21,051,128 05

To which add the expenditure under Income, 1909 and 1910..... \$ 534,655 14

Add also amount paid for subsidies in 1901, 1902 and 1903..... 374,353 33

909,008 47

Total expenditure to date of March 31, 1918..... \$21,960,136 52

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EXPENDITURE on the Canadian Government Railways to March 31, 1918.

CAPITAL ACCOUNT.

Railways.	Previous to 1917-18.	1917-18.	Total.
	\$ cts.	\$ cts.	\$ cts.
Intercolonial Ry. System as follows:—			
Canada Eastern Ry.	819,000 00		819,000 00
Cape Breton Ry.	3,860,679 14		3,860,679 14
Drummond County Ry.	1,464,000 00		1,464,000 00
Eastern Extension Ry.	1,324,042 81		1,324,042 81
Intercolonial Ry.	110,506,304 92	5,860,132 59	116,366,437 51
Montreal & European Short Line	333,942 72		333,942 72
Oxford & New Glasgow Ry.	1,949,063 21		1,949,063 21
Total .	120,257,032 80	5,860,132 59	126,117,165 39
Canadian Government Railways.		24,392,985 80	24,392,985 80
aEuropean & North American Ry.	88,363 18		88,363 18
aNova Scotia Ry.	208,509 72		208,509 72
International Ry. of New Brunswick	7,662 45	5,369 51	13,031 96
Prince Edward Island Ry.	11,451,124 15	378,433 29	11,829,557 44
New Brunswick & Prince Edward Island Ry.	270,790 66	120,663 61	391,454 27
Quebec & Saguenay Ry.	332,254 93	1,371,334 97	1,703,589 90
aHudson Bay Ry.	18,354,188 37	1,879,699 09	20,233,887 37
National Transcontinental Ry.	163,797,783 66	690,453 19	164,488,236 85
Annapolis and Digby	660,683 09		660,683 09
Canadian Pacific Ry.	62,789,776 09		62,789,776 09
aCarleton Branch Ry.	48,410 48		48,410 48
Yukon Territory Works,—Stikine-Teslin Ry.	283,323 55		283,323 55
Governor General's Cars	71,538 82		71,538 82
Miscellaneous Expenditure	18,000 00	345 00	18,345 00
Total on Railways	378,639,441 95	34,699,416 96	413,338,858 91
Quebec Bridge	13,244,583 84	931,278 01	14,175,861 85
Total	391,884,025 79	35,630,694 97	427,514,720 76

a Amount paid on this line, between 1868 and 1873, inclusive, was transferred to Consolidated Fund.

b See Special Statement, page 19.

c This Railway, which cost \$88,410.48, was sold in 1893 to the City of St. John, N.B., for \$40,000. *Voir Chap. 6.*

EXPENDITURE on the Canadian Government Railways to March 31, 1918.

INCOME ACCOUNT.

Railways.	Previous to 1917-18.	1917-18.	Total.
	\$ cts.	\$ cts.	\$ cts.
Annapolis and Digby Ry.	8,381 82		8,381 82
Intercolonial Ry.	280,000 00		280,000 00
Miscellaneous expenditure	3,680,467 61	347,007 44	4,027,475 05
Total	3,968,849 43	347,007 44	4,315,856 87
Quebec Bridge	434,655 14		434,655 14
	4,403,504 57	347,007 44	4,750,512 01

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EXPENDITURE of the Canadian Government Railways to March 31, 1918.

REVENUE ACCOUNT—WORKING EXPENSES.

Railways.	Previous to 1917-18.	1917-18.	Total.
	\$ cts	\$ cts	\$ cts.
Canadian Pacific Ry.....	318,216 30		318,216 30
Eastern Extension Ry.....	538,094 06		538,094 06
*Intercolonial Ry.....	233,520,007 27	21,090,298 09	254,610,305 36
†New Brunswick and Prince Edward Island Ry.....	209,004 68	†	209,004 68
Intercolonial Ry., Improvements and Betterments	2,586,230 21		2,586,230 21
International Ry. of New Brunswick.....	573,464 99	385,508 92	958,973 91
National Transcontinental Ry.....	12,551,052 30	10,660,389 89	23,211,442 19
Prince Edward Island Ry.....	12,989,856 52	1,123,291 12	14,113,147 64
St. John and Quebec Ry.....	213,752 30	140,972 43	354,724 73
Miscellaneous expenditure.....	94,189 97	15,100 00	109,289 97
	263,593,868 60	33,415,560 45	297,009,429 05

*Including expenditure on the Baie des Chaleurs Railway in 1897, amounting to \$18,679.97.

†Included in Intercolonial Railway Working Expenses.

REVENUE Received by the Canadian Government Railways to March 31, 1918.

Railways.	Previous to 1917-18.	1917-18.	Total.
	\$ cts	\$ cts	\$ cts.
Canadian Pacific Ry.....	396,473 75		396,473 75
Eastern Extension Ry.....	462,465 68		462,465 68
Intercolonial Ry.....	227,936,927 67	18,758,186 41	246,695,114 08
New Brunswick and Prince Edward Island Ry.....	114,170 90		114,170 90
International Ry. of New Brunswick.....	286,771 08	140,900 44	427,671 52
National Transcontinental Ry.....	9,872,786 04	7,621,204 51	17,493,990 55
Prince Edward Island Ry.....	9,178,461 29	656,227 22	9,834,688 51
St. John and Quebec Ry.....	147,242 06	64,438 29	211,680 35
	248,395,298 47	27,240,956 87	275,636,255 34

EXPENDITURE common to both Railways and Canals, including War appropriation, to March 31, 1918.

INCOME ACCOUNT.

Expenditure previous to 1917-18.....	\$1,387,673 26
Expenditure during 1917-18.....	1,198,062 28
	\$2,585,735 54

EXPENDITURE common to both Railways and Canals to March 31, 1918.

REVENUE ACCOUNT.

	Total.
	\$ cts
Expenditure	69,711 05

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TOTAL EXPENDITURE and Revenue of the Department of Railways and Canals
prior to and since Confederation to March 31, 1918.

	\$	cts	\$	cts
TOTAL EXPENDITURE.....			975,236,219	62
Expenditure on Railways.....	714,664,144	83		
" Quebec Bridge.....	14,610,516	99		
" Railway subsidies.....	75,837,820	22		
" Canals.....	167,468,290	99		
" Miscellaneous.....	2,655,446	59		
Total expenditure.....			975,236,219	62
CLASSIFICATION OF EXPENDITURE IN GENERAL—				
Capital account.....	552,215,992	67		
Revenue account.....	330,325,617	48		
Income account.....	16,856,789	25		
Consolidated fund—Railway subsidies, pages 21 to 28.....	75,837,820	22		
			975,236,219	62
CLASSIFICATION OF EXPENDITURE IN DETAIL—				
Railways—				
Capital—See page 16.....	413,338,858	91		
Income—See page 16.....	4,315,856	87		
Revenue—See page 17.....	297,009,429	05	714,664,144	83
Quebec Bridge—				
Capital—See page 15.....	14,175,861	85		
Income—See page 15.....	434,655	14		
			14,610,516	99
Railway Subsidies—See pages 21 to 28			75,837,820	22
Total on railways \$805,112,482 04				
Canals—				
Capital—See pages 10 and 11.....	124,701,271	91		
Income—See pages 10 and 11.....	9,520,541	70		
Revenue—See pages 10 and 11.....				
" Staff..... \$18,953,642 10				
" Repairs..... 14,292,835 28	33,246,477	38		
			167,468,290	99
Miscellaneous Expenditure—				
Income—See page 17.....	2,585,735	54		
Revenue—See page 17.....	69,711	05		
			2,655,446	59
Total expenditure.....			975,236,219	62
CLASSIFICATION OF EXPENDITURE INTO CAPITAL AND CONSOLIDATED FUND—				
Railways—				
Capital—Including Quebec bridge.....	427,511,720	76		
Consolidated Fund (Income and Revenue) Railway Subsidies, etc.....	377,597,761	28		
			805,112,482	04
Canals—				
Capital.....	124,701,271	91		
Consolidated Fund (Income and Revenue).....	42,767,019	08		
			167,468,290	99
General Expenditure—				
Consolidated Fund (Income and Revenue).....			2,655,446	59
Total expenditure.....			975,236,219	62
TOTAL REVENUE RECEIVED from July, 1 1867, to March 31, 1918—				
Railways—See page 18.....	275,636,255	34		
Canals—See page 11.....	17,080,139	54		
Total revenue.....			292,716,394	88

RAILWAY AND BRIDGE SUBSIDY STATEMENTS

- I.— *Statement showing the Railway Subsidies paid during the year ending March 31, 1918.*
- II.— *Statement of Railway and Bridge Subsidies paid from July 1, 1883, to March 31, 1918.*

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RAILWAY SUBSIDIES PAID DURING YEAR ENDING MARCH 31, 1918.

1917.	Name of Railway.	Amount.	
Aug. 24—	<i>Canadian Northern Ontario Railway Co.—</i>	\$	cts.
	Act 1913, Cap. 10.		
	Payment on account of amount withheld from subsidy payment on 894.48 miles from Ottawa to Port Arthur...	40,042	56
Dec. 5—	Do. Further payment on same.	15,000	00
		55,042	56
Aug. 29—	<i>Canadian Northern Ontario Railway Co.—</i>		
	Act 1913, Cap. 10.		
	Payment of amount withheld from subsidy on 214.57 miles, from Toronto to Ottawa	25,920	81
			80,963 37
Nov. 28—	<i>Canadian Northern Pacific Railway Co.—</i>		
	Act 1912, Cap. 9.		
	Payment of subsidy on 498.96 miles from a point at Yellow Head Pass to the eastern end of the Bridge crossing the Fraser River at New Westminster		335,596 63
Oct. 9—	<i>St. John and Quebec Railway Co.—</i>		
	Sub Act, 1916, Cap. 23, Part II, Sec. 6.		
	Payment of subsidy on line from Andover to Grand Falls.	278,716	81
1918.			
Jan. 29—	Further payment on same.	7,200	00
			285,916 81
1917.			
Aug. 29—	<i>Quebec, Montreal and Southern Railway Co.—</i>		
	Yamaska to point in Lotbinière Co., 70 miles.		
	Exchequer Court award dated May 7, 1916, for amount subsidy due to the Quebec and Southern Railway. Award.....	\$26,765.64	
	Costs and interests.....	10,201 19	
		36,966	64
1917.			
Sept. 20—	Less refund from the Canadian Government Railways, for amount withheld from subsidy due to the Quebec and Southern Railway and paid to the Intercolonial Railway during 1911-1912	22,335	70
			14,630 94
Total.....			720,404 75

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STATEMENT showing Subsidies paid to March 31, 1918.

Subsidies Voted.		Number	Amount.		Railways.	July 1, 1883, to March 31, 1915.		1915-16.		1916-17.		1917-18.		Total to March 31, 1918.
Authority.			\$	cts.		\$	cts.	\$	cts.	\$	cts.	\$	cts.	
47 Vic., chap. 3.	8		51,200	00	1 Albert Southern Railway, N.B.	50,450	00							50,450 00
52					2 Alberta Central Railway, Alta.	329,480	00	75,000	00					404,480 00
3-4 Geo. V, chap. 16.	6				3 Algoma Central and Hudson Bay Ry., Ont.	2,018,704	00							2,018,704 00
62-3 Vic., chap. 7.	7				4 Algoma Eastern Ry. Co., formerly Manitoulin and North Shore Ry. Co., Ontario.	547,648	00							547,648 00
63-4	7				5 Atlantic and Lake Superior Ry., Quebec.	4163,418	19							4163,418 19
1 Fed. VII, chap. 1.	51				6 Atlantic and Northwestern Railway.	3,732,000	00							3,732,000 00
9-10	51				7 Atlantic, Quebec and Western Ry. Co., Quebec.	902,800	00							902,800 00
1	7				8 Baie des Chaleurs Railway, Quebec.	620,000	00							620,000 00
37 Vic., chap. 14.	14	\$6,500 annually for 20 years.			9 Bay of Quinte Railway, Ontario, now (1918) Canadian Northern Ry.	141,722	45							141,722 45
6 Ed. VII, chap. 43.	43				10 Beauharnois Junction Railway, Quebec.	62,400	00							62,400 00
9-10	51				11 Belleville and North Hastings Railway, Ontario.	21,888	00							21,888 00
46 Vic., chap. 25.	25				12 Brantford, Waterloo and Lake Erie Ry., Ontario.	57,600	00							57,600 00
47	8				13 Brockville, Westport and Sault Ste. Marie Railway, Ontario, now (1918) Canadian Northern Ry.	57,600	00							57,600 00
52	3				14 Bruce Mines and Algoma Railway, Ontario.	110,800	00							140,800 00
					15 Buctouche and Moncton Railway, New Brunswick.	53,920	00							53,920 00
					16 Canada Atlantic Railway, Ontario.	101,600	00							101,600 00
						282,355	20							282,355 20

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48-9	"	59	24,439 84	17	Canada Eastern Ry., formerly Northern and Western Ry., New Brunswick, including also Chatham Branch Ry.	374,839 84	374,839 84
51	"	3	140,800 00				
57-8	"	4	35,200 00				
62-3	"	7	—				
7-8 Ed. VII, c. 63		63	32,000 00				
47	Vic., chap.	8	57,600 00				
49	"	10	22,400 00				
52	"	3	—				
53	"	2	48,000 00				
56	"	2	47,000 00				
57-8	"	4	70,400 00				
7-8 Ed. VII, c. 63		63	—				
2 Geo. V, chap.		7	—				
3-4	"	10	—				
6-7 Ed. VII, c. 40		40	—				
7-8	"	63	—				
2 Geo. V, chap.		9	—				
60-61 Vic., chap.		5	3,630,000 00				
2 Geo. V, chap.		48	—				
3-4	"	46	—				
7-8 Ed. VII, c. 63		63	—				
2 Geo. V, chap.		48	—				
55-6 Vic., chap.		5	80,000 00				
4 Ed. VII, chap.		34	—				
6	"	43	—				
7-8 Ed. VII, c. 63		63	—				
48-9 Vic., chap.		58	1,500,000 00				
57-8	"	4	9,000 00				
46 Vic., chap.		25	115,200 00				
47	"	8	76,800 00				
50-1	"	24	32,000 00				
47	"	8	—				
51	"	3	—				
52	"	3	—				
53	"	2	83,612 00				
57-8	"	4	142,400 00				
61	"	1	48,000 00				
62-3	"	1	—				
18	Canada and Gulf Terminal Ry. Co.		—	18	Canada and Gulf Terminal Ry. Co.	210,053 59	210,053 59
19	Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec		—	19	Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec	1,265,357 14	1,265,357 14
20	Canadian Northern Alberta Ry. Co., Alberta		—	20	Canadian Northern Alberta Ry. Co., Alberta	3,094,104 00	3,094,104 00
21	Canadian Northern Ontario Ry. Co.		—	21	Canadian Northern Ontario Ry. Co.	13,532,977 27	13,532,977 27
22	Canadian Northern Ry. Co., Ontario, Manitoba and North West Territories		—	22	Canadian Northern Ry. Co., Ontario, Manitoba and North West Territories	495,601 83	495,601 83
23	Canadian Northern Pacific Ry. Co., British Columbia		—	23	Canadian Northern Pacific Ry. Co., British Columbia	1,909,132 00	1,909,132 00
24	Canadian Northern Quebec Ry., formerly Chateaugay and Northern Ry., Quebec		—	24	Canadian Northern Quebec Ry., formerly Chateaugay and Northern Ry., Quebec	5,403,736 80	5,403,736 80
25	Canadian Pacific Ry. Co., British Columbia (Crow's Nest Pass)		—	25	Canadian Pacific Ry. Co., British Columbia (Crow's Nest Pass)	391,819 75	391,819 75
26	Canadian Pacific Ry. Co. (Dymont Branch)		—	26	Canadian Pacific Ry. Co. (Dymont Branch)	3,401,720 00	3,401,720 00
27	Canadian Pacific Ry., Bridge at Edmonton, Alberta		—	27	Canadian Pacific Ry., Bridge at Edmonton, Alberta	22,336 00	22,336 00
28	Canadian Pacific Ry., Gimli to Icelandic River Bridge		—	28	Canadian Pacific Ry., Gimli to Icelandic River Bridge	126,000 00	126,000 00
29	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)		—	29	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)	80,032 00	80,032 00
30	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)		—	30	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)	153,866 00	153,866 00
31	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)		—	31	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)	485,474 27	485,474 27
32	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)		—	32	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)	115,000 00	115,000 00
33	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)		—	33	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)	435,200 00	435,200 00
34	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)		—	34	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)	109,000 00	109,000 00
35	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)		—	35	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)	80,000 00	80,000 00
36	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)		—	36	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)	83,200 00	83,200 00
37	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)		—	37	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)	13,024 00	13,024 00
38	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)		—	38	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)	112,000 00	112,000 00
39	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)		—	39	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)	64,000 00	64,000 00
40	Canadian Pacific Extension		—	40	Canadian Pacific Extension	34,522 43	34,522 43
41	Cape Breton Extension Railway, Nova Scotia		—	41	Cape Breton Extension Railway, Nova Scotia	1,500,000 00	1,500,000 00
42	Cape Breton Extension Railway, Nova Scotia		—	42	Cape Breton Extension Railway, Nova Scotia	7,424 00	7,424 00
43	Caracquet Railway, New Brunswick		—	43	Caracquet Railway, New Brunswick	196,800 00	196,800 00
44	Central Railway, New Brunswick		—	44	Central Railway, New Brunswick	221,000 00	221,000 00
45	Central Railway, New Brunswick		—	45	Central Railway, New Brunswick	226,012 54	226,012 54

9 GEORGE V. A. 1919

STATEMENT showing Subsidies paid to March 31, 1918. —Continued.

Subsidies Audited

July 1, 1887,
to

Railway

March 31,
1915Total to
March 31
1918

Authority Amount

\$ cts

\$ cts

\$ cts

2-1-1 A.H. chap 48

45 Central Railway of Canada, Quebec, now 1918

30,145 02

30,145 02

46 A.H. chap 2

46 Central Canada Railway

1,525,250 00

1,525,250 00

6-1-1 A.H. 10

47 Central Ontario Railway Co., Ontario, now 1918

205,862 79

205,862 79

6-1-1 A.H. chap 4

48 Coast Line of Nova Scotia, now Halifax and Yarmouth

100,000 00

100,000 00

5-1 A.H. chap 2

49 Colchester Coal and Railway Co., Nova Scotia

12,800 00

12,800 00

50 A.H. 2

50 Columbia and Kootenay, Ry. Co., British Columbia

88,800 00

88,800 00

51 A.H. 2

51 Cornwallis Valley Railway Co., Nova Scotia

44,800 00

44,800 00

52 A.H. 2

52 Cumberland Railway and Coal Co., Nova Scotia

39,850 00

39,850 00

53 A.H. 2

53 Dominion Coal Company, Nova Scotia

57,808 00

57,808 00

54 A.H. 2

54 Dominion Line Company, Quebec

15,300 00

15,300 00

55 A.H. 2

55 Drummond County Railway, Quebec

175,936 00

175,936 00

56 A.H. 2

56 East Richelieu Valley Railway Co., Quebec (Quebec

69,952 00

69,952 00

57 A.H. 2

57 Edmonton, Dunvegan and British Columbia Railway,

125,202 81

125,202 81

58 A.H. 2

58 Edmonton, Yukon and Pacific Railway Co., Alberta,

91,200 00

91,200 00

59 A.H. 2

59 Light, Petenodae and Havelock Railway, N.B.

82,652 82

82,652 82

60 A.H. 2

60 Erie and Huron Railway, Ontario

96,000 00

96,000 00

61 A.H. 2

61 Esquimaux and Nanaimo Railway, British Columbia

1,520,500 00

1,520,500 00

62 A.H. 2

62 Fredericton and Grand Lake Railway Co., New

216,576 00

216,576 00

63 A.H. 2

63 Fredericton and St. Mary's Ry. Bridge Co., New

30,000 00

30,000 00

64 A.H. 2

64 Grand Trunk Ry. Co., Victoria-Jules Bridge, Quebec

500,000 00

500,000 00

65 A.H. 2

65 Grand Trunk, Georgian Bay and Lake Erie Ry.,

39,744 00

39,744 00

66 A.H. 2

66 Grand Trunk Pacific Ry. Co.

1,230,480 00

1,230,480 00

9 GEORGE V, A. 1919

STATEMENT showing Subsidies paid to March 31, 1918.—Continued.

Subsidies Voted.		Number.	Railways.	July 1, 1883, to March 31, 1915.		1915-16		1916-17.		1917-18.		Total to March 31, 1918.
Authority.	Amount.			\$	cts	\$	cts	\$	cts	\$	cts	
3 Ed. VII, chap. 57	—	95	Midland Railway Co., Nova Scotia.	399,060	40							399,060 40
56 Vic., chap. 2	—	96	Middleton and Victoria Beach Railway Co., Nova Scotia, now (1918) Canadian Northern Ry.	125,760	00							125,760 00
57-8 " " 4	—	97	Mundie Coal Co., Nova Scotia.	18,544	00							18,544 00
60-1 " " 4	—	98	Montfort Colonization Railway, Quebec, now (1918) Canadian Northern Ry.	167,410	00							167,410 00
48-9 " " 59	—	99	Montreal and Champlain Junction Railway, Quebec.	103,600	00							103,600 00
50-1 " " 24	—	100	Montreal and Lake Maskinongé Railway, Quebec.	41,280	00							41,280 00
51 " " 3	—	101	Montreal and Ottawa Railway, Ontario.	192,000	00							192,000 00
53 " " 2	—	102	Montreal and Province Line Railway, Quebec.	58,560	00							58,560 00
54-5 " " 8	—	103	Montreal and Sorel Railway, Quebec (Quebec, Montreal and Southern Ry.)	93,757	57							93,757 57
1 Ed. VII, chap. 7	—	104	Montreal and Western Railway, Quebec.	361,270	00							361,270 00
53 Vic., chap. 2	—	105	Nakusp and Slocan Railway, British Columbia.	117,760	00							117,760 00
57-8 " " 4	—	106	Naperville Junction Railway Co., Quebec.	173,440	00							173,440 00
6 Ed. VII, chap. 44	—	107	New Brunswick Coal and Railway Co., New Bruns- wick.	48,000	00							48,000 00
48-9 Vic., chap. 59	—	108	New Brunswick and Prince Edward Island Railway.	113,440	00							113,440 00
55-6 " " 5	—	109	New Glasgow Iron, Coal and Railway Co., Nova Scotia.	39,840	00							39,840 00
Ed. VII, chap. 57	—	110	Niobia, Kamloops and Similkameen Coal Railway Co.	300,800	00							300,800 00
1-8 " " 63	—	111	North Shore Railway Co., formerly Boersville Coal and Railway Co.	27,616	00							27,616 00
2 Geo. V., chap. 47	—	112	Northern Colonization Railway Co., Quebec.	355,200	00							355,200 00
3-4 " " 46	—	113	Northern New Brunswick and Seaboard Railway Co., New Brunswick.	108,160	00							108,160 00
46 " " 26	—	114	Northern and Pacific Junction Railway, Ontario.	1,320,000	00							1,320,000 00
53 " " 21	—	115	Nova Scotia Central Railway Co., Nova Scotia, now (1918) Canadian Northern Ry.	235,200	00							235,200 00
55-6 " " 5	—	116	Ontario, Belmont and Northern Ry. Co., Ontario (Marmora Ry. & Mining Co.) now (1918) Canadian Northern Ry.	30,720	00							30,720 00
61 " " 6	—											

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		99,200 00	117 Orford Mountain Railway Company, Quebec	202,926 50	202,926 50
52	3 Ed. VII, chap. 2	—	118 Oshawa Railway and Navigation Co., Ontario	22,400 00	22,400 00
53	55-6	22,400 00	119 Ottawa, Arnprior and Parry Sound Ry., Ontario	779,712 00	779,712 00
54	20	—	120 Ottawa and New York Railway Company, Ontario	262,384 00	262,384 00
55	52 Vic., chap. 6	320,000 00	121 Ottawa, Northern and Western Railway, Quebec, formerly Ottawa and Gatineau Valley Railway	114,931 20	114,931 20
56	50-1	64,000 00	122 Parry Sound and Colonization Railway, Ontario	152,800 00	152,800 00
57	52	128,000 00	123 Pontbroke Southern Railway, Ontario	64,000 00	64,000 00
58	57-8	64,000 00	124 Phillipsburg Junction Ry. Quarry Co., Quebec	23,712 00	23,712 00
59	55-6 Vic., chap. 5	—	125 Pontiac Pacific Junction Railway, Quebec	193,578 00	193,578 00
60	47	272,000 00	126 Pontiac Pacific and Ottawa & Gatineau Ry. Co. (Inter-provincial Bridge over Ottawa River)	212,500 00	212,500 00
61	51	41,000 00	127 Pontiac and Renfrew Railway, Ontario	13,600 00	13,600 00
62	53	24,000 00	128 Port Arthur, Duluth and Western Ry., Ontario, now (1918) Canadian Northern Ry.	271,200 00	271,200 00
63	60-1	212,500 00	129 Quebec Bridge Co., Quebec	374,353 33	374,353 33
64	63-4	19,200 00	130 Quebec Central Ry., Quebec	511,877 30	511,877 30
65	52	267,200 00	131 Quebec and Lake St. John Railway, Quebec, now (1918) Canadian Northern Ry.	1,261,463 50	1,261,463 50
66	51	1,000,000 00	132 Quebec, Montmorency and Charlevoix Railway Co., Quebec	96,000 00	96,000 00
67	63-4	60,342 00	133 Quebec, Montreal and Southern Railway Co.—S.C.	248,801 28	248,801 28
68	51	288,000 00	134 Schomberg and Aurora Railway Co., Quebec	46,114 00	46,114 00
69	7-8 Ed. VII, c. 63	—	135 Shuswap and Okanagan Railway, British Columbia	163,200 00	163,200 00
70	45 Vic., chap. 14	384,000 00	136 Southampton Railway Co., New Brunswick	81,280 00	81,280 00
71	46	80,000 00	137 South Norfolk Railway, Ontario	54,400 00	54,400 00
72	48-49	96,000 00	138 South Shore Railway (Quebec, Montreal and Southern), Quebec	511,811 06	511,811 06
73	49	186,293 00	139 St. Catharines and Niagara Central Railway, Ontario	38,400 00	38,400 00
74	50-1	28,800 00	140 St. Clair Frontier Tunnel Co., Ontario	375,000 00	375,000 00
75	51	96,000 00			
76	52	64,000 00			
77	53	40,000 00			
78	54-5	5,250 00			
79	57-8	41,800 00			
80	52 Vic., chap. 3	96,000 00			
81	56	—			
82	7-8 Ed. VII, c. 51	—			
83	52 Vic., chap. 3	—			
84	2 Geo. V., chap. 48	163,200 00			
85	50-1 Vic., chap. 24	54,400 00			
86	7-8 Ed. VII, c. 63	—			
87	50-1 Vic., chap. 24	138,400 00			
88	55-6	108,000 00			
89	57-8	108,800 00			
90	52	375,000 00			

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STATEMENT showing Subsidies paid to March 31, 1918.—*Concluded.*

Subsidies Voted.		Number	Railways.		July 1, 1883 to March 31, 1915.		1915-16		1916-17		1917-18		Total to March 31, 1918.	
Authority.	Amount.		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
2 Geo. V., chap. 48		141	St. John and Quebec Railway Co., New Brunswick		598,319	76							881,236	31
53 Vic., chap. 1		142	St. Lawrence and Atlantic Railway, Quebec		149,481	60					285,916	81	149,481	60
55-6		143	St. Louis and Richibucto Railway, New Brunswick		22,400	00							22,400	00
60-61		144	St. Mary River Railway Co., Northwest Territories		148,091	00							148,091	00
7-8 Ed. VII., c. 63		145	St. Mary's and Western Ontario Railway Co., Ontario		67,709	00							67,709	00
7-8		146	St. Maurice Valley Railway Co., Three Rivers to Grand Mère, Quebec		173,120	00							173,120	00
56 Vic., chap. 1		146 1/2	St. Stephen and Milltown Railway, New Brunswick		11,818	00							11,818	00
3-4 Geo. V., chap. 55		147	Leominster and Northern Ontario Railway Co., Ontario		2,131,080	00							2,131,080	00
45 Vic., chap. 41		148	Leominster Railway, New Brunswick and Quebec		645,950	00							645,950	00
48-9		149	Thessalon and Northern Railway Co., Ontario		6,112	00							6,112	00
51		150	Thousand Islands Railway, Ontario		29,840	00							29,840	00
53		151	Tilsenburg, Lake Erie and Pacific Railway, Ontario		150,071	48							150,071	48
7-8 Ed. VII., c. 63		152	Tobique Valley Railway, New Brunswick		131,016	00							131,016	00
52 Vic., chap. 1		153	Toronto, Grey and Bruce Railway, Ontario		11,656	00							11,656	00
53		154	United Counties Railway (Quebec, Montreal and Southern)		188,816	00							188,816	00
56		155	Vancouver and Lulu Island Railway Co., British Columbia		61,760	00							61,760	00
7-8 Ed. VII., c. 34		156	Waterloo Junction Railway, Ontario		32,800	00							32,800	00
53 Vic., chap. 1		157	West Ontario Pacific Railway and Ontario and Quebec Railway		256,000	00							256,000	00
53		158	York and Carleton Railway, New Brunswick		32,896	00							32,896	00
62-3			Total.....		72,757,660	17	1,400,171	42	959,583	88	720,401	75	75,837,820	22

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APPENDIX II

CANADIAN GOVERNMENT RAILWAYS.

REPORT OF C. A. HAYES, GENERAL MANAGER, FOR YEAR
ENDED MARCH 31, 1918.

INTERCOLONIAL RAILWAY DIVISION.

CAPITAL ACCOUNT.

The cost of the road and equipment, on March 31, 1917, was.....	\$ 120,257,032 80
The additional expenditures during the year were.....	4,840,132 59
Purchase of steamers <i>Drummond</i> and <i>McKee</i>	1,020,000 00 5,860,132 54
Making the total cost to March 31, 1918.....	\$ 126,117,165 39
The gross earnings and working expenses for the year compare as follows—	
Gross earnings—I.C.R. Rail Account.....	18,511,192 24
Water Account.....	246,994 17
	<u>\$ 18,758,186 41</u>
Working expenses, I.C.R. Rail Account.....	\$20,908,745 12
Water Account.....	177,660 37
	<u>\$21,086,405 49</u>
N.B. and P.E.I. Ry. (Interest on purchase price)....	2,692 60
Vale Railway (rental).....	1,200 00
	<u>21,090,298 09</u>
Working expenses over gross earnings, deficiency.....	2,332,111 68

REVENUE.

The gross earnings, including water line, compare as follows with those of the previous year:—	
1916-17 (Water Line, \$197,200.58).....	\$ 16,767,386 89
1917-18 (" " 246,994.17).....	18,758,186 41
Increase.....	<u>\$ 1,990,799 52</u>
The earnings from passenger traffic (rail) compare as follows—	
1916-17.....	\$ 5,587,666 53
1917-18.....	5,581,215 06
Decrease.....	<u>\$ 6,451 47</u>
The earnings from freight traffic, including water line, compare as follows:—	
1916-17 (Water Line, \$197,200.58).....	\$ 10,743,137 93
1917-18 (" " 246,994.17).....	12,650,720 19
Increase.....	<u>\$ 1,907,582 26</u>
Miscellaneous earnings, including mails and express, compare as follows:—	
1916-17.....	\$ 436,582 43
1917-18.....	526,251 16
Increase.....	<u>\$ 89,668 73</u>
The rail earnings per mile of railway, compare as follows:—	
1916-17.....	\$ 10,913 00
1917-18.....	11,840 04
Increase.....	<u>\$ 927 04</u>

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The earnings per train mile compare as follows:—

1916-17	\$	1 94
1917-18		2 18

The number of passengers carried compare as follows:—

1916-17	4,537,454
1917-18	4,578,783
Increase	41,329

The weight of revenue-producing freight compares as follows:—

1916-17	6,770,224
1917-18	7,837,310
Increase	1,067,086

A number of statements which give detailed information are appended to this report.

WORKING EXPENSES.

1916-17 (Water Line, \$123,969 71)	\$	15,652,157 78
1917-18 (" " 246,994 17)		21,090,298 09
Increase	\$	5,438,140 31

The averages, not including Water Line, compare with those of last year as follows:—

Per mile run by engine in 1916-17	\$	1.39
" " " 1917-18		1.85
" " train " 1916-17		1.81
" " " 1917-18		2.47

The working expenses per mile of railway:—

1916-17	\$	10,226 75
1917-18		13,376 04

The mileage of the railway for the year 1917-18 was 1,527.39 miles (including Vale Railway 5.95 miles).

On December 5, 1917, great destruction and damage was done to the railway property by the explosion at Halifax. Full details are given in the reports of Mr. C. B. Brown.

During the year ended March 31, 1918, 413,087 ordinary ties were put in the track; 151.87 miles of track ballasted, and a total of 62.23 miles of ditching completed to provide better drainage for the roadbed; 4.16 miles of passing sidings, 7.34 miles of additional business sidings and 2.63 miles of private sidings were provided. Bridges, culverts, wharves, fences, and buildings were repaired, and 56.76 miles of standard woven-wire fence erected.

STORES.

The value of general stores the Canadian Government Railways carried over from the previous year was	\$	4,818,102 74
The value of stores purchased and charges from other departments was	\$	19,417,730 08
Total of	\$	24,265,832 82
The value of stores used and sold		18,060,023 37
Balance of general stores on hand, March 31, 1918	\$	6,205,809 45

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PRINCE EDWARD ISLAND RAILWAY.

The length of railway in operation at the end of the year 1917-18 was 276.23 miles. The gauge is 3 feet 6 inches.

The cost of road and equipment, March 31, 1917, was.....	\$ 11,451,124 15
The expenditure during year 1917-18 was.....	378,433 29
Making a total cost on March 31, 1918, of.....	<u>\$ 11,829,557 44</u>
Gross earnings (including Water Line, \$177,683.01).....	\$ 656,227 22
Working expenses (" " 221,209.17).....	1,123,291 12
Deficiency.....	<u>\$ 467,063 90</u>
The gross earnings compare with the previous year as follows:—	
1916-17.....	\$ 630,045 69
1917-18.....	656,227 22
Increase.....	<u>\$ 26,181 53</u>
The working expenses compare with the previous year as follows:—	
1916-17.....	\$ 833,853 02
1917-18.....	1,123,291 12
Increase.....	<u>\$ 289,438 10</u>

The necessary work to maintain the railway in a state of efficiency, the renewing of the track and switch ties, and ballasting of several miles of track, has been carried out.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

The cost of road and equipment, March 31, 1917, was.....	\$ 270,790 66
The expenditure during the year 1917-18 was.....	120,663 61
Making a total cost on March 31, 1918, of.....	<u>\$ 391,454 27</u>
An amount of \$2,692.60 was paid as interest on purchase price.	
The mileage of the railway in 1917-18 is 36.05 miles.	

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

The expenditure on road and equipment, March 31, 1917, was.....	\$ 7,662 45
The expenditure during the year 1917-18 was.....	5,369 51
Making a total cost on March 31, 1918, of.....	<u>\$ 13,031 96</u>
Gross earnings and working expenses to March 31, 1918, compare as follows:—	
Gross earnings.....	140,900 44
Working expenses (including \$90,000 interest charges).....	385,508 92
Deficiency.....	<u>\$ 244,608 48</u>
The mileage of the railway, 1917-18, is 111.30 miles.	

VALE RAILWAY.

The Vale Railway, running from New Glasgow to Thorburn, N.S., a mileage of 5.95 miles, was leased May 31, 1916, from the Acadia Coal Company, at an annual rental of \$1,200.

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NATIONAL TRANSCONTINENTAL RAILWAY.

This line extends from Moncton to Winnipeg and is 2,002.92 miles in length, which includes the Grand Trunk Pacific Branch Line from Fort William to Lake Superior Junction (191.75 miles).

The cost of the National Transcontinental Railway to March 31, 1917,	
was	\$ 163,797,783.66
Expenditure during 1917-18	690,453.19
Making total cost on March 31, 1918	\$ 164,488,236.85
The gross earnings compare with the previous years as follows:—	
1916-17	\$ 5,916,550.99
1917-18	7,621,204.51
Increase	\$ 1,704,653.52
The working expenses compare with the previous year as follows:—	
1916-17	\$ 7,206,922.20
1917-18, including \$600,000 rental Lake Superior Branch	10,660,389.89
Increase	\$ 3,453,467.69
The gross earnings and working expenses to March 31, 1918, compare as follows:—	
Gross earnings	\$ 7,621,204.51
Working expenses (including \$600,000 rental Lake Superior Branch)	10,660,389.89
Deficiency	\$ 3,039,185.38

CANADIAN GOVERNMENT RAILWAYS.

PURCHASE OF ROLLING STOCK.

Statement showing miscellaneous Rolling Stock charged to \$25,000,000. Vote, Fiscal Year ending March 31, 1918.

Locomotives		\$ 5,299,126.27
Freight—		
30-ton Box	\$ 220,400.05	
40-ton Box	15,007,363.34	
50-ton Box	733,677.00	
30-4 Stock	2,226,261.37	
30-ton Flat	397.58	
Refrigerators	270,000.00	
Vans	78,784.26	\$18,536,883.60
Passenger—		
New	\$ 103,085.52	
Second-hand	294,189.56	397,275.08
Work equipment		126,012.96
Miscellaneous—		
Draft arms, Safety Appliances, etc., applied to equipment on hand		33,687.89
Total		\$ 24,392,985.80

ST. JOHN AND QUEBEC RAILWAY.

The gross earning and working expenses to March 31, 1918, compare as follows:—	
Gross earnings	\$ 64,438.29
Working expenses	140,972.43
Deficiency	\$ 76,534.14
In addition to above, the amount paid the St. John and Quebec Railway, covering 40 per cent of gross earnings for period April 1 to September 1, 1917, and charged to Income Account (rental), was	16,769.13
	\$ 93,303.27
There is still unpaid for, March 31, 1918, the 40 per cent earnings for period September 1, 1917, to March 31, 1918, amounting to	18,497.81
Total deficiency for the fiscal year	\$ 111,801.08

During this fiscal year there was also paid the St. John and Quebec Railway, and charged to Income Account (rental), the 40 per cent of gross earnings for the fiscal years of 1915-16 and 1916-17, amounting to \$95,459.40, held over pending adjustment of account with the province of New Brunswick.

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QUEBEC BRIDGE.

The Quebec bridge, one of the greatest engineering feats in the world, was sufficiently completed to enable it to be used for traffic. The first train crossed this bridge at 12 o'clock noon, December 3, 1917, and thus the connection between the Government railway lines on the north and south sides of the St. Lawrence river was established. Since that date, traffic has been continuous.

The total length of the bridge is	3,240 feet.
The length of the main span	1,800 "
The length of the suspended span	649 "
The length of the cantilever arms	1,160 "
The length of the anchor arms	1,030 "

The *ss. Leonard*, which transferred the cars between the north and south sides, was taken out of service, and was later advantageously sold to the British Government.

MOVEMENTS OF MILITIA.

A large number of troops were handled via Canadian Government Railways, and for the year the total number was 222,593.

SNOW AND ICE REMOVAL.

The winter of 1917-18 was a very severe one, and the cost of removing snow and ice, so that traffic might be carried on, was very heavy, being \$342,204.91 more than the corresponding expense in any one of the three preceding years.

FATAL ACCIDENTS.

The number of fatal accidents on the Canadian Government Railways amounted to 38, of which ten were employees, three passengers, and twenty-five others, the railways being exonerated in every case,

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STATEMENT OF AVERAGES, Canadian Government Railways, Year ended March 31, 1918.

Statement of Averages.	Intercolonial Railway.					Prince Edward Island Railway.		International Railway of New Brunswick.		National Transcontinental Railway.		Canadian Government Railways.		St. John and Quebec Railway.	
	\$	cts.	\$	cts.	\$	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Mileage of railway.	1,563.44					276.23		111.30		2,002.92		3,953.89		11,987	
Total engine mileage.	11,299,693					482,433		167,848		4,203,467		16,153,441		86,018	
Total train mileage.	8,477,349					334,165		154,218		3,505,576		12,471,308		75,191	
Total car mileage.	132,310,934					2,212,178		1,152,061		83,011,501		218,716,671		108,691	
Earnings															
Transportation	18,511,192.24					458,868.87		110,900.44		7,621,204.51		26,732,166.06		64,438.29	
Water	246,994.17					177,683.04						424,677.21			
Incidental						19,675.31						19,675.31			
Total	18,758,186.41					656,227.22		110,900.44		7,621,204.51		27,176,518.58		64,438.29	
Operating Expenses															
Rail	20,912,637.72					902,081.95		385,508.92		10,660,389.89		32,860,618.48		140,972.43	
Water	177,660.37					221,209.17						338,869.51			
Total	21,090,298.09					1,123,291.12		385,508.92		10,660,389.89		33,259,488.02		140,972.43	
Ratio of Earnings to Gross Earnings.															
Earnings from transportation	98.08					69.92		100.00		100.00		98.37		100.00	
Water	1.32					27.08						1.56			
Incidental						3.00						.07			
Earnings per mile of railway	11,840.04					1,732.41		1,265.95		3,805.05		6,765.95		537.57	
engine mile	1.64					.99		.81		1.81		1.66		.75	
train mile	2.18					1.43		.91		2.17		2.15		.85	
car mile	13.90					21.63		12.23		9.18		12.23		13.75	
Ratio of expenses to gross earnings															
Expenses per train mile	246.69					269.95		249.98		304.10		263.49		186.74	
Expenses per mile of railway	13,376.04					3,265.69		3,463.69		5,322.42		8,310.96		1,176.04	
Repairs to locomotives	1,556,364.36					45,872.69		16,808.44		853,819.54		2,472,895.03			
freight cars	1,033,190.16					12,754.76		9,706.89		672,802.53		1,728,454.34			
passenger cars	615,230.49					32,471.97		5,427.06		215,400.58		868,531.00			
Cost of repairs per locomotive	3,564.37					1,479.76		1,867.61		4,879.14		3,816.20			
freight car	70.19					21.99		25.28		64.10		66.02			
passenger car	1,090.83					541.20		542.80		1,844.03		1,156.50			

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SUMMARY of Passenger and Freight Traffic on Canadian Government Railways, Year ended March 31, 1918.

	Intercolonial Railway.	Prince Edward Island Railway.	International Railway of New Brunswick.	National Transcontinental Railway.	Canadian Government Railways.	St. John and Quebec Railway.
	\$	\$	\$	\$	\$	\$
	cts.	cts.	cts.	cts.	cts.	cts.
Passenger traffic.....	5,581,215 06	169,183 54	38,078 97	1,020,027 23	6,808,504 80	29,993 11
Freight traffic.....	12,403,726 02	260,374 09	119,600 98	7,161,310 62	19,948,041 71	55,011 55
Mails and express, etc.....	526,251 16	48,981 73	2,923 69	131,869 09	446,287 58	3,162 78
Total.....	18,511,192 24	478,539 36	160,603 64	8,052,498 85	27,202,834 09	88,167 44
Ocean service.....	246,994 17	177,087 86			424,682 03	
Total.....	18,758,186 41	656,227 22	160,603 64	8,052,498 85	27,627,516 12	88,167 44
Less hire of equipment.....			19,703 20	431,294 34	430,997 54	23,729 15
Net revenue.....	18,758,186 41	656,227 22	140,900 44	7,621,204 51	27,196,518 58	64,438 29
<i>Passenger Statement.</i>						
Local Traffic—						
Number of passengers.....	4,228,736	364,190	34,633	864,804	5,492,355	48,753
Mileage.....	158,306,981	8,291,752	1,459,890	25,903,497	193,962,120	1,247,898
Through Traffic—						
Number of passengers.....	350,037	53,380	401	78,859	482,697	32
Mileage.....	129,677,398	2,406,517	23,856	26,316,979	158,424,750	1,987
Total number of passengers.....	4,578,783	417,570	35,034	943,663	5,975,050	48,785
Total mileage.....	287,984,379	10,698,269	1,483,746	52,220,476	352,386,870	1,249,885
<i>Freight Statement.</i>						
Local Traffic—						
Local tons.....	4,606,847	96,879	65,669	1,303,097	6,072,492	37,965
Local mileage.....	881,654,466	3,561,043	3,097,322	421,798,617	4,310,111,448	817,405
Through Traffic—						
Through tons.....	3,230,463	147,642	90,344	2,597,823	6,066,272	28,965
Through mileage.....	1,188,542,471	6,730,962	7,939,244	959,447,435	2,162,660,112	1,661,653
Total tons.....	7,837,310	244,521	156,013	3,900,920	12,138,764	66,930
Total mileage.....	2,070,196,937	10,292,005	11,036,566	1,381,246,052	3,472,771,560	2,508,458

REPORT OF C. B. BROWN, CHIEF ENGINEER.

HALIFAX OCEAN TERMINALS.

Rockingham to Young Avenue.—Grading has been completed. Track laid and ballasted except final surface lift.

Young Avenue to Halifax Harbour.—The tracks laid last year were relined and ballasted.

Drainage and Sewers.—All drainage and sewerage work has been completed.

Houses.—Eight additional houses were moved and put into habitable condition.

Freight Sheds.—Temporary wooden sheds (Nos. 25 and 28) were erected on pier "A", after the explosion December 6, 1917, and roadway from Barrington street to these sheds graded.

Bridges.—There are fourteen overgrade bridges, two of which were completed last year and nine this year.

Dredging.—Basins 1 and 2, and in front of bulkhead, have been dredged to 45 feet at low water.

Foundations.—All completed except 22 feet at south end west quay, basin No. 2.

Quay Wall.—2,500 lineal feet of blockwork were built; 2,080 lineal feet of granite face work and concrete backing were built.

Filling.—329,000 cubic yards of filling was put in place.

Steamship Accommodation.—One berth has been provided which now gives four berths available. Temporary sheds, 90 feet wide and varying in length from 396 to 594 feet, have been provided in the last two years.

Considering labour conditions, difficulties of transportation and effect of disaster, fair progress with the work was made.

ROADBEDS AND TRACK.

MILEAGE.

	Main Line.	Second Main Line	Passing Sidings.	Other Sidings and Spurs.	Total.
East terminal—	2,526.42	72.86	483.94	504.39	3,287.61
Western line—	1,335.89	5.31	104.21	143.24	1,608.65
Feased lines	191.75		20.63	41.74	254.12
Total	4,054.06	78.17	608.78	689.37	5,430.38

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ROADBED AND TRACK.

MILEAGE—*Concluded.*

	Inter- colonial Ry.	Prince Edward Island Ry.	New Brunswick and Prince Edward Island Ry.	Inter- national Ry.	St. John and Quebec Ry.	National Trans- conti- nental Ry.	Leased Lines.	Total.
Main line.. Miles	1,527.39	276.23	36.05	111.30	119.87	1,811.17	191.75	4,073.76
2nd main line. .. "	72.86					5.31		78.17
Passing sidings .. "	132.90	7.95	1.37	1.41	3.37	141.15	20.63	308.78
Other sid- ings and spurs... "	413.13	29.64	4.47	4.35	4.48	191.56	41.74	689.37

WEIGHT OF RAIL IN MAIN TRACK.

Weight.	Inter- colonial Ry.	Prince Edward Island Ry.	New Brunswick and Prince Edward Island Ry.	Inter- national Ry.	St. John and Quebec Ry.	National Trans- conti- nental Ry.	Leased Lines.	Total.
50-lb.....		2.80						2.80
52-lb.....		95.10						95.10
56-lb.....	22.58	40.90		9.86		3.50		76.84
58-lb.....		134.20						134.20
60-lb.....				52.80				52.80
67-lb.....	228.34	1.60		48.40		1.16		279.50
70-lb.....	15.67							15.67
72-lb.....							4.34	4.34
75-lb.....							6.00	6.00
80-lb.....	975.08	1.63	36.05	0.24	119.87	1,811.82	181.42	3,126.10
85-lb.....	358.58							358.58
Total.....	1,600.25	276.23	36.05	111.30	119.87	1,816.48	191.75	4,151.93

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TIE RENEWALS, BALLASTING, NEW SIDINGS, DITCHES, ETC.

	Inter- colonial Ry.	Prince Edward Island Ry.	New Brunswick and Prince Edward Island Ry.	Inter- national Ry.	St John and Quebec Ry.	National Trans- conti- nental Ry.	Leased Lines.
<i>Main Line—</i>							
New 85-lb. rails laid, miles	85.45						
New 80-lb. rails laid, miles	11.80						
Relay 80-lb. rails laid, miles	28.31						1.70
Relay 67-lb. rails laid, miles				0.45			
Relay 56-lb. rails laid, miles		0.80					
<i>Branch Lines, Main Track—</i>							
Relay 80-lb. rails laid, miles	15.42		15.69	0.24			
Relay 67-lb. rails laid, miles	2.21			0.45			
Tie renewals—main line number	370,823	39,699	5,904	15,547	250	498,729	61,130
Tie renewals—siding, num- ber	42,264	1,896	1,653	1,335		41,145	3,082
Tie renewals—switch ties (sets)	282			17		88	
Tie plates, anchors, number	6,500					21,960	4,000
Tie plates, number	195,170						
Ballasting, miles	154.87	5.89	16.60	13.00		11.60	
Ditching, miles	62.23	2.00			1.30	157.60	0.62
Bank widening and trim- ming, miles	21.00					8.50	
Tile underdraining, miles	1.21						
Rip rap protection, lineal feet	3,168	909		778		cubic yds. 350	
Cribwork protection, lineal feet	2,649	200	300	265			
Concrete wall protection, lineal feet	158						
Dangerous rock removed, cubic yards	1,630					In 75 cuts	
Stone filling, cubic yards				209			
Fencing, wire, erected, miles	56.76	9.75				16.65	
Fencing, snow, erected, miles	0.60	0.40					
Fencing, snow, portable erected, miles						22.48	2.30
Sidings, passing additional, lineal feet	21,968		2,800			9,460	
Sidings, business additional, lineal feet	38,766	1,300	7,930	450		5,914	
Sidings, private additional, lineal feet	12,906	494		360	680	21,554	
Sidings, passing taken up, lineal feet			190				
Sidings, business taken up, lineal feet	5,705		2,090				
Sidings, private taken up, lineal feet	27,046						

WATER SERVICE.

Intercolonial Railway. Necessary facilities for watering of troop and passenger trains were installed at several terminal points.

New Brunswick and Prince Edward Island Railway. A water supply was installed at Cape Tormentine.

International Railway. A second-hand tank was erected at mile 87.9.

National Transcontinental Railway. Water service was installed at eight stations; fourteen wells drilled. A tank was provided at Beaudet. Vaporizer attachments to gasoline pumping engines were installed at ten locations, so as to use kerosene oil instead of gasoline.

On all railways repairs were made to keep the water services in good working order.

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BUILDINGS.

Intercolonial Railway.—Replaced eight stations with new buildings. One new freight shed was provided and thirty new tool houses. Also thirty-six small miscellaneous buildings.

Prince Edward Island Railway.—Provided two shelter stations and one stock pen.

International Railway.—Provided one shelter station and extended one freight shed.

National Transcontinental Railway.—Provided two new stations, thirteen new shelters, fifteen new tool houses, two new stock pens, one new passenger platform, ten new dwellings, one coal storage platform, nineteen buildings altered and extended, three passenger platforms extended. At Transcona, the one million bushel grain elevator was completed.

Leased Lines.—Bunk house at Mission rebuilt.

On all railways the necessary additions, alterations, repairs, and painting have been carried out.

TERMINAL IMPROVEMENTS.

Intercolonial Railway.—Chaudière Junction: Ice-house extended for additional storage of 1,000 tons of ice, and transfer freight facilities improved. Moncton: Coal and ash-handling plant was installed at shops, and a machine for strengthening steel car frames was provided. An additional air compressor was supplied. St. John: The 500,000 bushel elevator with conveyors, etc., was practically completed. Halifax: Local freight accommodation was provided by adding to the freight shed, providing new platform and additional team tracks.

Prince Edward Island Railway.—Port Borden: Additional accommodation was provided in new terminal yard to the extent of $3\frac{1}{2}$ miles. Following buildings were also erected; transfer shed, transfer platform, No. 5 station and platform, two-stall engine-house, tank pump-house, ice-house, power-house, car inspector's house and tool-house. Buildings were purchased and accommodation provided for freight handlers. Water supply was extended to provide supply for buildings and ferry.

New Brunswick and Prince Edward Island Railway.—Cape Tormentine: Increased siding accommodation to accommodate 100 cars was provided; also three-stall engine-house with ash pit. Ferry doek, as well as water and electric light services were completed. Sackville: Two-stall engine-house with ash pit and coal hoist was provided.

National Transcontinental Railway.—Transcona: Seven tracks were extended and in addition 5.47 miles of siding for elevator were provided. Fire protection system was installed and additional charging and lighting equipment for coaches installed. Graham: 500-horsepower feed water heater was installed. Cochrane: Plant for charging cars with electricity was provided. Edmundston: The rails of five sidings taken up the previous year were replaced and one additional siding provided. Steam heat for cars at passenger station was provided.

Districts 1 and 2, western lines, were provided with fire fighting tanks, fully equipped.

At Napadogan, Edmundston, and Monk the engine-house pits and tracks were extended and new ash pit provided at Edmundston.

At all terminal points the necessary repairs to wharves, tracks, buildings, etc., were made.

SURVEYS AND TRACK CENTERING.

On the Intercolonial, International, and National Transcontinental railways, 86 miles of track were recentered and spiralled; and on the International, track profile of 111 miles was completed.

In addition, on all railways, a number of station yards were surveyed and plans made; plans and surveys were also made where required for leases, etc.

DAMAGE BY FLOOD.

Considerable damage was done to roadbed on Fredericton, Centreville, Truro, and Dartmouth subdivisions through freshets and extremely high tides. To prevent this the roadbed has been raised in some places and in other places the work is now under way.

At St. John the breakwater damaged by storm was repaired.

DAMAGE BY FIRE.

On the Intercolonial Railway fire damaged fifteen stations, freight sheds, etc.

On the National Transcontinental Railway, six buildings were damaged by fire, and one trestle bridge was badly damaged.

On the leased lines a trestle bridge 180 feet long was destroyed and also the bunk-house and dining-hall at Mission.

BRIDGES AND CULVERTS.

Intercolonial Railway.—Eighteen bridges were replaced with concrete slabs, and sixteen bridges replaced with concrete culverts; 187 culverts were replaced with concrete pipe and twelve bridges and culverts were replaced with cedar boxes; fourteen culverts were extended for sidings, and six new culverts placed. Four new overhead highway bridges and one subway were provided, and five overhead bridges were replaced with heavier steel.

Prince Edward Island Railway. Two bridges were replaced with concrete culverts.

New Brunswick and Prince Edward Island Railway.—Work at replacing wooden bridge over Gaspercaux river with steel structure is under way. Twenty old culverts were replaced with concrete pipe, and two small openings filled in. Box culverts were used in several places to replace wooden stringers.

National Transcontinental Railway. Four concrete pipe culverts constructed. Some open culverts, tile drains, and small bridges replaced with permanent structures.

Leased Lines.—Seven wooden bridges were replaced with permanent culverts, and two filled in. One trestle which was destroyed by fire was rebuilt.

All other bridges and culverts of the railways were carefully looked after, repaired and strengthened or renewed where necessary, steel or concrete being used for renewals.

SUNDRIES.

Intercolonial Railway. At Mont Joli, a longer turntable was provided, and the turntable taken from there was erected at South Devon. Turntable taken from Laurier was erected at Borden.

The turntables on all railways were repaired and painted, etc., where necessary.

ELECTRIC LIGHTING.

Intercolonial Railway.—Electric lighting was installed or existing systems extended at eighteen stations. Additional generator sets to provide power and lighting at Rivière du Loup and Truro were installed.

SIGNALS AND INTERLOCKING PLANT.

Intercolonial Railway.—Mechanical train order signals were installed at four stations, one set of pneumatic crossing gates and a Hoeschen crossing bell installed.

National Transcontinental Railway.—An electrically operated interlocking plant was installed at Red River Bridge.

STATION BEAUTIFICATION.

The work of station ground beautification was continued on all lines.

DOCKS AND WHARVES.

All docks and wharves were gone over and where necessary, repairs were made.

CAR FERRIES.

S.S. Scotia No. 1. New boat bridge was provided.

S.S. Scotia No. 2. Extra electric lighting system provided.

Car ferry, *Prince Edward Island*: The car ferry *Prince Edward Island* was put into service between Cape Tormentine and Port Borden.

SUNDRIES.

Generally speaking, the roadbed, buildings, wharves, etc., received necessary running repairs, and work necessary to keep the road in good physical and efficient condition was performed.

HALIFAX EXPLOSION.

On December 6, at 9.02 a.m., the greater part of the Canadian Government Railways' property, at Halifax, was either completely destroyed or badly damaged, by the explosion of the French munition ship *Mont Blanc* which was rammed and set on fire by the Belgian Relief ship *Imo*, when passing one another in the Narrows. The munition ship was abandoned by her crew immediately after being rammed, and, drifted in close to the shore, exploding when almost abreast of pier No. 6 at Richmond. The following is a brief description of the extent of the damage to railway property:—

BUILDINGS AND WHARVES.

At Deepwater Terminals.—A large hole was blown through the grain elevator, the roof lifted clear and dropped back in a different position, and portions torn away. The machinery in the elevator, power-house and conveyor was seriously damaged.

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On new concrete pier No. 2, the doors and steel frame windows were blown in, and the partitions on second floor of building collapsed. The heating plant in connection with this pier was badly damaged, allowing the pipes throughout the pier to freeze and burst.

On pier No. 3, the windows and doors were blown in, and practically all the roof trusses on the north side of the shed were broken.

The head of pier No. 4 was badly damaged, and the shed on this pier collapsed.

The inward and outwards freight shed had the roof lifted up and parted at the ridges in several places, and several holes were driven through the roof by falling iron. All the windows and doors were badly damaged.

The carpenters' shop and trackmen's office were destroyed, and carmen's shanty damaged.

At North Street. Half the roof of the train shed collapsed, and the remainder had to be taken down. The roof of the station was lifted and badly damaged and doors, windows and partitions blown out. The tower was shattered and had to be taken down. The umbrella roof between station and stairway collapsed, and walls and roof of the latter were badly damaged.

The roof of the power-house and heating plant was blown in and plant seriously damaged, allowing all pipes in the vicinity not destroyed by the explosion to freeze and burst.

The roof of D. A. R. freight shed was blown in and building otherwise seriously damaged.

The windows, doors, walls, and roof of three car-cleaning buildings and mail and express building were badly shattered.

Trackman's tool-house was destroyed, and two switchmen's shanties badly damaged.

At Richmond. Piers No. 6 and 8 were completely destroyed, even the piles being blown away. The east end of pier No. 9 was blown away and shed destroyed, and the crib walls of pier No. 7 were badly damaged.

Richmond station, carpenter shop, carmen's, customs, stevedores' and other small buildings, including the cattleshed and stock pens, were completely destroyed. The roof of the water tank was blown off, and holes caused by flying iron made through the tub; windows and door destroyed, and half the bottom casing blown away. The steel overhead foot-bridge was picked up and thrown on its side and completely destroyed. The scale house was blown away, and the track scales were slightly damaged. The two railway houses here were totally destroyed.

At Willow Park. In the oil-stores building, the windows and doors were badly damaged. The stores and office building had windows destroyed and inside partitions moved and roof damaged.

The planing-mill had windows all destroyed and doors damaged; also some damage to machinery.

The windows in the car shop were all destroyed, and the doors and roof badly damaged.

In the machine shop and roundhouse the windows, doors, and roof were completely destroyed, and it was found necessary to abandon two sections of the latter. The roof of the water tank was blown in, allowing debris to get into the pipes, stopping the flow of water. The railway house here was almost totally destroyed.

At Fairview. The four railway houses had windows, doors, and roofs badly damaged. Small brick building for electrical regulator was badly damaged, and roof torn off.

At Rockingham and Bedford. The stations had windows blown out, and doors damaged and chimneys badly shaken.

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At Waverly.—The windows had considerable glass blown out.

Tuft's Cove.—Shelter was completely destroyed.

Dartmouth.—The roof and one end was blown from the engine-house, and the building badly shattered. The freight shed had windows and doors blown out and walls badly damaged. The station had windows and doors damaged, roof lifted out of place, centre partition started from outside walls and chimney blown down. The trackman's tool-house was destroyed.

At Halifax Ocean Terminals.—Windows and doors were damaged in sheds 23 and 24. The windows of Halifax Ocean Terminals offices were damaged. The seven single and one double house on Atlantic street had windows, doors, and chimneys damaged. The two large houses on Young avenue and the one on Barrington street had windows and doors damaged.

ROADBED AND TRACK.

Through Richmond yard and between Richmond and North street all tracks were damaged and covered with debris, and train operation entirely suspended. At Richmond in the vicinity of piers 6, 7, and 8 the greatest damage to roadbed and tracks occurred. All the rails and fastenings on the decks of piers 6 and 8 were lost in the water, but may be recovered. Heavy steel cars were blown from the tracks in the yard, taking rails with them in many cases and bending and twisting them like hoops. The force of the explosion was like an earthquake in its effect on the tracks in the yard. Many tracks were thrown out of line. The great wave which followed washed up from the bottom of the Narrows all kinds of debris, mud, and boulders which covered the tracks to a considerable depth.

The following is a statement of all track material lost and destroyed by the explosion at Richmond:—

Rails and Fastenings.

8,000 lineal feet 80-lb. rail	95.2 tons.
266 pairs angle bars 80-lb.....	5.9 "
1,064 bolts and nuts.....	0.7 "
29 boxes of track spikes.....	2.9 "
	<hr/> 104.7 "

Switch Material.

8 sets of 80-lb. switch points.
8 Burpee switch stands and fastenings.
12 Rigid No. 8 frogs.
12 sets guard rails.

On the Dartmouth side between Stairs and Black Rock siding the sea wall was washed away in several places, and 200 feet of track at Black Rock was undermined about two feet.

RESTORATION.

Immediately following the accident, rail communication was opened up by diverting traffic at Fairview to the Ocean terminals. Work of clearing and repairing tracks between Richmond and North street was started, and by December 9 two tracks had been completed allowing operation into North Street station. The main tracks at other places, where damaged, were also repaired at once and communication restored. Railway telegraphic communication to North street was restored by the night of December 8.

An organization known as Canadian Government Railways, Halifax Restoration, was formed to carry out the work of reconstruction. This organization took in hand the work of repairing and rebuilding all damaged tracks, buildings, and other property belonging to the railway in Halifax, Richmond, Fairview, Dartmouth, and at the request of the Department of Naval Service, looked after the reconstruction of the naval dockyard.

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It was decided that the old wharves and sheds at Richmond would not be reconstructed, but that new sheds and wharves would be provided at the new docks under construction at the Halifax Ocean Terminals. The new sheds decided upon are of wooden construction, built on pier "A" and numbered 25 and 28, shed 25 being 594 feet long by 90 feet wide, and shed 28 being 550 feet long by 90 feet wide. These buildings were also constructed under the supervision of the restoration organization.

The following is a list of the work undertaken and carried out by the Canadian Government Railways, Halifax Restoration, showing the dates the various works were started and percentages completed to March 31st, 1918:—

The greater part of the works so far undertaken by the Canadian Government Railways towards restoration of damage done is, in most cases, 100 per cent complete. The work of restoration of H.M.C. Dockyards is also about 95 per cent completed.

The number of men employed on railway and dockyard works was 457 in December, 1917; 1,418 in January, 1918; 1,097 in February, and 605 in March, 1918.

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REPORT OF THE AUDITOR, STORES AND MECHANICAL ACCOUNTS.

Locomotives—

Purchased on capital account, 112; 98 were new and 14 secondhand.

Passenger Cars—

Purchased on capital account, 53; 2 sleepers, 13 parlor, 2 dining, 10 first-class, 10 second-class, 3 postal, 13 baggage, all secondhand.

Freight Cars—

Purchased on capital account, 6,152; Box cars, new, 5,079; refrigerator, new, 100; stock, new, 876; flat, secondhand, 25; hart, secondhand, 72

Freight Cars—

Purchased on equipment renewal account: box cars, secondhand, 119; flat cars, secondhand, 21; gondola cars, secondhand, 670; hart cars, secondhand, 14.

Work Equipment—

Purchased on capital account, 7; 1 60-ton steam shovel, secondhand; 1 Jordan spreader, secondhand; 1 Ledgerwood unloader, secondhand; 1 centre ballast plough, secondhand; 1 side ballast plough, secondhand; 1 5-ton crane, new; 1 Marion ditcher, new.

GENERAL STATEMENT of work done in the Canadian Government Railways' shops for year ended March 31, 1918.

Locomotive Department—

447 locomotives received repairs; 23 converted to superheat. Steam shovels, ditchers, unloaders, pile drivers, and other machinery received the necessary repairs.

Car Department—

Two fire-fighting cars, 2 outfit cars, 5 cinder cars and 2 wrecking outfits were constructed; 37 flat and box cars were converted from standard- to narrow-gauge for Prince Edward Island Railway; 5 cars fitted up for auxiliary outfits, steam shovels, and ditchers; 385 other cars were either rebuilt or converted to other styles, as follows: Postal to baggage, 2; sleeper to baggage, 4; express and baggage to refrigerator, 5; box to caboose, 51; box to pulpwood, 210; box to flanger, 3; box to boarding, 2; flat to pulp racks, 105; flat to flanger, 3.

Other cars of all descriptions were also brought into proper condition for traffic.

In the Halifax disaster, 37 foreign cars and 26 Government Railways cars were destroyed and equipment was damaged as follows: Government Railways locomotives 4, passenger equipment 103 cars, freight and work equipment 141; foreign lines; passenger equipment 9, freight equipment 223.

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CANADIAN GOVERNMENT RAILWAYS.

EASTERN AND WESTERN LINES.

STATEMENT showing number of Locomotives, and the various classes of other rolling stock on the line, March 31st, 1917, and March 31st, 1918.

	Passenger Cars.												Freight Cars.												Total Freight Cars.				
	Locomotives.	Shipping Cars.	Flatcar Cars.	Boxing Cars.	First-Class Passenger Cars.	Second-Class Passenger Cars.	Trailer Cars.	Baggage Cars.	Hospital Cars.	Vision Test Cars.	Box Baggage Cars.	Air Brake Instruction Cars.	Steam Motor Cars.	Total Passenger Cars.	Box Cars.	Refrigerator Cars.	Platform Cars.	Oil Tank Cars.	Hopper Cars.	Gondola Cars.	20-ton Coal Cars.	Flat (Flat Steel Pump) Cars.	Stock Cars.	Flat (Convertible Pump) Cars.		Pulpwood.	Pit Cars.	Chabosse Cars.	
1 On hand, serviceable and repairing March 31, 1917.	547	102	12	29	73	173	100	40	81	10	1	26	1	1	619	10,449	189	2,980	55	565	3	103	528	366	647	222	4	281	10,452
2 To be replaced, March 31, 1917.																													
3 Total equipment, March 31, 1917.	547	102	12	29	73	173	100	40	81	10	1	26	1	1	619	10,449	189	2,980	55	565	3	103	528	366	647	222	4	281	10,452
4 Purchased and built on Equipment Renewals, new.																													
5 Purchased and built on Equipment Renewals, second hand.	98																												
6 Purchased and built on Capital, new.																													
7 Purchased and built on Capital, second hand.	14	2	13	2	40	10	3	13																					
8 Rebuilt, Box to Chabosse 31, to Pulpwood 210, to Langer 3, Boarding 2.																													
9 Rebuilt, Platform to Pulpwood 105, to Langer 3.																													
10 Converted in Shops, from Parlor to Baggage 2, Sleeper to Baggage 4, Express and Baggage to Refrigerator 3.																													
Total equipment, March 31, 1918.	659	100	23	31	73	183	110	43	85	10	1	26	1	1	637	15,894	303	3,546	56	753	671	374	528	1,261	733	542	4	353	25,024

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Total to be replaced, March 31, 1918.	23	3	253	28	2	3	1	60	23	8	1	14	5	12	1	5	1	1	1	1	1	1	7	13	1	2	27	5	71	131	20	1	49	579
Add serviceable and repairing.	23	3	253	28	2	3	1	60	23	8	1	14	5	12	1	5	1	1	1	1	1	1	7	13	1	2	27	5	71	131	20	1	49	579
Total equipment, March 31, 1918.	23	3	253	28	2	3	1	60	23	8	1	14	5	12	1	5	1	1	1	1	1	1	7	13	1	2	27	5	71	131	20	1	49	579

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PRINCE EDWARD ISLAND RAILWAY.

STATEMENT showing the number of locomotives and the various classes of other rolling stock on the line, on March 31, 1917, and March 31, 1918.

	Passenger Cars.										Freight Cars.								Work Cars.			
	Locomotives.	First-Class Passenger Cars.	Second-Class Passenger Cars.	Combination Second-class and Baggage Cars.	Postal and Smoking Cars.	Combination Postal and Baggage Cars.	Baggage Cars.	Total Passenger Cars.	Box Cars.	Refrigerator Cars.	Stock Cars.	Oil Tank Cars.	Hart Convertible.	Coal Cars.	Platform Cars.	Vans.	Total Freight Cars.	Snow Ploughs.	Flangers.	Steam Shovels.	Total Work Cars.	
Found, serviceable and repairing, March 31, 1917	22	18	9	12	4	3	6	45	30	3	2	1	15	11	150	3	519	9	8	1	81	
To be replaced March 31, 1917	9	5	4	1	1	1	5	14	5					1	4	1	11	1			2	
Total Equipment March 31, 1917	31	23	13	7	4	4	8	59	313	3	2	1	15	12	154	4	530	11	8	1	20	
Transferred from Intercolonial		1						1	30								30					
Total Equipment, March 31, 1918	31	24	13	7	4	4	8	60	343	3	2	1	15	12	154	4	560	11	8	1	20	
Condemned and destroyed during year																						
Rebuilt during year																						
To be replaced, March 31, 1918	9	5	4	1	1	1	5	14	5					1	4	1	11	2	8	1	11	
And, serviceable and repairing	22	19	9	5	4	3	6	46	338	3	2	1	15	11	150	3	549	9			9	
Total Equipment, March 31, 1918	31	24	13	7	4	4	8	60	343	3	2	1	15	12	154	4	560	11	8	1	20	

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CANADIAN GOVERNMENT EMPLOYEES' RELIEF AND INSURANCE ASSOCIATION.

STATEMENT of Receipts and Expenditure during the year ended March 31, 1918.

Credit balance on June 30, 1917.....	\$ 62,647 42
The total receipts for the year from all sources were.....	186,143 08
	248,790 50
The total expenditures were.....	179,320 84
Leaving a credit balance of.....	69,469 66
Less estimated outstanding liabilities.....	12,050 00
Net surplus, June 30, 1918.....	57,419 66

SICKNESS AND ACCIDENT FUND.

The expenditures in this fund last year were \$53,556.97, and this year they are shown to be \$74,292 78, an increase of \$20,735.81. A credit balance of \$47,586.18 is shown in this fund on June 30, 1918.

TEMPORARY EMPLOYEES' ACCIDENT FUND.

The expenditures in this fund during the year are shown to have been.....\$ 17,990 33

DEATH AND TOTAL DISABILITY FUND.

This statement shows that one hundred and eighty-six death and total disability claims were assessed and paid during the year.

Eighty-eight death claims due to natural causes, aggregating.....	\$ 35,500 00
Fifty-eight death claims due to accidental injuries, aggregating.....	24,750 00
Thirty-seven death claims due to war, aggregating.....	14,250 00
	74,500 00
Three total disability claims, aggregating.....	750 00
	75,250 00
Amount paid last year from this fund was.....	52,000 00

C. B. TRITES,

W. P. SEARS,

*Secretary.**Auditor.*

The Death and Total Disability, also the Temporary Employees' Accident Funds show 212 death claims during the year, the largest number of deaths in any one year during the history of the association. Of this number 59 were killed or died as a result of injuries in the Halifax disaster.

Number of employees entered military service from August 4, 1914, to March 31, 1918

Eastern Lines.....	1,308
Western Lines.....	342

Total.....1,650

Of this number (1,650) 99 have been reported killed in action, died of wounds, etc., 82 of whom were from Eastern Lines and 17 from Western Lines. The claims aggregating are as follows:—

46 regular members, Halifax disaster.....	\$ 21,000 00
13 temporary members, Halifax disaster.....	3,250 00
37 regular members, on military service.....	14,250 00
	\$ 38,500 00

C. B. TRITES,

Secretary.

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STATEMENT showing the amount credited to the Canadian Government Railways Employees' Relief and Insurance Association, by the Canadian Government Railways, during the year ended June 30, 1918.

Amount of premiums collected from the Canadian Government Railways' pay lists.....	\$ 158,225 40
Premiums collected from railways' vouchers	130 24
Annual contributions from the Canadian Government Railways.....	15,000 00
Canadian Government Railways' cash premiums	41 41
Total	\$ 173,397 05

S. L. SHANNON,

Comptroller and Treasurer Can. Govt. Rys.

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INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

STATEMENT of Receipts and Expenditures during the year ended March 31, 1918.

Balance at the credit of the Fund on March 31, 1917.....		\$ 343,553 72
The contributions made by the employees during the year, being one and one-half per cent of their monthly salary and wages, were	\$ 197,688 90	
The contributions made by the Canadian Government Railways were	100,000 00	
		297,688 90
Amounts received for refunds, etc.		459 73
Interest accrued (at three per cent)....		9,227 07
		<u>\$ 650,929 42</u>

The amount contributed by the employees is shown to exceed by \$97,688 90, the amount contributed by the railways.

By reference to Section No. 4 of the Provident Fund Act, it will be noted that the maximum sum the railways are authorized to contribute to the Fund in any one year must not exceed \$100,000.

The Expenditures were:—

For retiring allowances	\$ 276,890 44	
For contributions refunded in cases of deceased employees	7,227 92	
For contributions refunded which were deducted in error.	13,006 43	
For contributions refunded to discharged employees, etc.	280 92	
Medical examinations for probationers entering the service, etc.	3,296 00	
Medical examinations for employees retiring from service....	21 30	
For Election Expenses.....	361 43	
For Salaries and Travelling Expenses, Secretary's office, and proportion of salary Chief Medical Officer.....	7,231 17	
For Board Members—Time lost and travelling expenses.....	26 80	
For Stationery, Printing, Postage, etc., etc.	1,788 40	
		310,130 51
Balance to the credit of the Fund on March 31, 1918		<u>\$ 340,798 91</u>

It will be noted by the above Statement of Receipts and Expenditures that the amount of the contributions received from the Railways and from the Employees during the year, were.

And the Expenditures were.....	\$ 310,130 51
Showing that during the year the Expenditures exceeded the Receipts by....	12,441 61

The gross surplus, including interest, to the credit of the Fund on March 31, 1918, was	340,798 16
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C. A. HAYES,
Chairman.

C. B. TRITES,
Secretary.

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<i>National Transcontinental Railway.</i>				
To Cost of National Transcontinental Railway to March 31, 1917.....	163,797,783 66			
Construction and betterments... ..	870,615 08			
To pay claims for Right-of-Way.	209,575 57			
	1,080,190 65			
(a.)				
Previous years expenditure.....	389,737 46	690,453 19	164,488,236 85	
<i>Canadian Government Railways.</i>				
Rolling stock.....		24,392,985 80	24,392,985 80	194,964,821 88
			327,231,381 77	327,231,381 77
		1918.	By Dominion of Canada.....	

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CANADIAN GOVERNMENT RAILWAYS. REVENUE ACCOUNT, Year ended March 31, 1918.

<i>Working Expenses.</i>	\$	cts	<i>Earnings.</i>	\$	cts
Maintenance of way and structures	7,452,300	05	Freight earnings	20,307,932	03
Main tenance of equipment	5,816,510	34	Passenger earnings	6,861,415	32
Traffic expenses	442,456	42	Mails and express earnings	1,183,873	99
Transportation—Rail line	17,478,201	13		28,353,251	34
Transportation—Water line	398,869	51	Less miscellaneous earnings	1,176,732	76
Miscellaneous operations	440,649	32		27,176,518	58
General expenses	536,605	62		6,082,969	11
Rental of leased lines:—			Balance		
Vale railway	1,200	00			
International Railway					
of New Brunswick	90,000	00			
Transcontinental Rail-					
way	600,000	00			
New Brunswick and					
Prince Edward Is-	2,692	60			
land Railway					
	693,892	60			
	33,259,488	02		33,259,488	02

CANADIAN GOVERNMENT RAILWAYS. GENERAL BALANCE Year ended March 31, 1918.

<i>Dr.</i>	\$	cts	<i>Cr.</i>	\$	cts
To general stores	6,205,809	45	By Dominion of Canada	9,285,214	01
Cash	7,805	98	Equipment renewal accounts	998,364	17
Auditors suspense	331,143	57	Canadian Government Railways		
Cash in transit	30,246	74	Employees provident fund	340,798	91
Loss and damage freight suspense	43,391	71	Fire renewal account	202,905	74
Unclaimed freight	4,019	65	Rail renewal account	342,083	04
Receiver General provident fund			Apprentice fund	1,786	28
account	2,267,365	23	Expenditure for road and equip-		
Receiver General, unclaimed wages	5,453	06	ment—Suspense—stores—Inter-		
Receiver General, medical fund	35,193	76	national Railway	18,672	95
Receiver General, apprentice fund	2,697	98	Expenditure for road and equipment		
Rail loan account	99,025	14	suspense—Overseas rails	1,019,596	46
Station agents	698,118	20	Freight in transit	94,772	70
Commissary stock—Moncton res-			Individuals and companies ledger		
taurant	571	17	suspense	83,270	56
Commissary stock—Newcastle					
restaurant	544	70			
Commissary stock—St. John res-					
taurant	932	08			
Commissary stock	29,250	12			
Expenditure for road and equip-					
ment suspense—International					
Railway	2,666	67			
Expenditure for road and equip-					
ment suspense—Improvements at					
Fredericton	2,905	21			
Expenditure for road and equip-					
ment suspense—St. John and Ques-					
bee Railway	2,775	45			
Expenditure for road and equip-					
ment suspense—Vale Railway	13,575	71			
Branch lines and suspense	148,431	61			
Victory Loan suspense	3,285	00			
Employees medical fund	17,024	68			
Individuals and Companies ledger	1,781,213	96			
Traffic ledger	390,057	79			
Rents ledger	3,003	10			
Car service ledger	12,983	47			
Advances	210,000	63			
	12,387,494	82		12,387,494	82

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CANADIAN GOVERNMENT RAILWAYS.
GENERAL STORES ACCOUNT, Year ended March 31, 1918.

Dr.	\$ cts.	Cr.	\$ cts.
To Balance, March 31, 1917	1,818,192 71	By Issues during year ended March 31, 1918	\$14,750,002 00
Purchases during year ended Mar. 31, 1918	15,403,557 91	Sales of material, fuel, etc.	2,634,655 01
Charg from other departments	3,770,338 40	Sales old material	675,366 36
Labour	151,917 77		
Staff pay rolls	122,915 91	Balance—	
	19,147,770 08	Ordinary stores, including fuel	4,971,512 90
		Road way and bridge material	1,234,296 55
			18,060,023 37
			6,205,809 45
	24,265,832 82		24,265,832 82

CANADIAN GOVERNMENT RAILWAYS.
STATEMENT OF CASH RECEIVED, Year ended March 31, 1918.

Dr.	\$ cts.	Cr.	\$ cts.
To Balance on hand April 1, 1918	0 02	By Amount deposited to the credit of the Honourable Receiver General of Canada during the year ended March 31, 1918	34,431 083 63
Amounts received during the year and credited as follows:		Leaving a balance on hand at March 31, 1918, as follows:	7,805 98
Station agents	21,338,812 40		
Traffic ledger	7,960,885 18		
Car Service ledger	262,582 32		
Individuals and Company ledger	4,117,202 96		
Rental ledger	41,146 22		
General ledger	688,230 51		
	31,438,889 59		
	34,438,889 61		34,438,889 61

CANADIAN GOVERNMENT RAILWAYS.
RAIL RENEWAL ACCOUNT.

	\$ cts.
On April 1, 1917, there was a balance to the credit of the Rail Renewal Account of	342,083 04
During the year no charges have been made against this account	
Leaving a credit balance to the credit of the Rail Renewal Account on March 31, 1918, of	342,083 04

CANADIAN GOVERNMENT RAILWAYS.
FIRE RENEWAL ACCOUNT.

	\$ cts.
On April 1, 1917, there was a balance to the credit of the Fire Renewal Account of	297,442 59
There has been charged during the year against the above amount	94,536 85
Leaving a credit balance to the credit of the Fire Renewal Account on March 31, 1918, of	202,905 74

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CANADIAN GOVERNMENT RAILWAYS.

EQUIPMENT RENEWAL ACCOUNT.

	Dr.	Cr.
	\$ cts.	\$ cts.
There was a credit balance at April 1, 1917, to the credit of Equipment Renewal Account of		1,661,208 89
Cash received from sale of old rolling stock		38,236 66
		1,699,445 55
There has been charged during the year against the above account for		
Rolling Stock purchased,—		
24 Second-hand Platform Cars	6,960 00	
14 Second-hand Hart Cars	11,200 00	
132 Second-hand 35-ton Gondola Cars	46,284 82	
94 Second-hand Wooden Hopper Cars	31,029 62	
119 Second-hand Wooden Box Cars	58,741 20	
300 Second-hand Gondola Cars	105,378 00	
142 Second-hand 40-ton Gond Cars	61,770 00	
Inspecting and freight charges	1,530 33	
	64,300 33	
Rolling Stock purchased in 1915-16 and 1916-17 charged to Consolidated Revenue Fund Account now transferred.		
200 30-ton Stock Cars	187,000 00	
20 30-ton Hart Cars	9,000 00	
52 40-ton Hart Cars	41,300 00	
132 40-ton Hart Cars	81,725 00	
51 30-ton Flat Cars	1,960 00	
61 30-ton Flat Cars	9,760 00	
Changing Centre Dump to Side Dump Cars	907 40	
Changing Commissary to Combined Commissary and Dining Cars	218 68	
Repairs and attendance to 12 second-hand Sleeping Cars	10,417 73	
Repairs and attendance to eight second-hand Sleeping Cars	7,404 15	
Repairs to second-hand Passenger Cars, equipment purchased	7,048 07	
Alteration of second-hand Parlor Car purchased	1,532 72	
Alteration of Tourist Car purchased	1,420 77	
Repairs and freight charges on Tourist Car No. 1152	559 32	
Freight charges on Passenger Cars purchased	347 90	
Changing two Parlor and Sleeping Cars to Baggage Cars	12,248 86	
Changing three Flat Cars to Yard Changers	2,346 81	
		701,081 38
Leaving a credit balance to the credit of Equipment Renewal Account on March 31, 1918, of		998,364 17

NEW BRUNSWICK & PRINCE EDWARD ISLAND RAILWAY.

RENEWAL ACCOUNT, Year ended March 31, 1918.

1918	To	\$ cts.	1918	Cr.	\$ cts.
Mar. 31	Transferred from New Brunswick and Prince Edward Island Railway from November 1, 1916, to August 1, 1917		Mar. 31	By Dominion of Canada	2,692 60
	2754.41 at P. 100,890.0000	2,692 60			
		2,692 60			2,692 60

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INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

RENTAL ACCOUNT, Year ended March 31, 1918.

1918.	Dr.	\$	cts.	1918.	Cr.	\$	cts.
Mar. 31	To rental of International Railway of New Brunswick from February 1, 1917, to January 31, 1918.			Mar. 31	By Dominion of Canada	90,000	00
		90,000	00				
		90,000	00			90,000	00

TRANSCONTINENTAL RAILWAY.

RENTAL ACCOUNT, Year ended March 31, 1918.

1918.	Dr.	\$	cts.	1918.	Cr.	\$	cts.
Mar. 31	Amount paid to Grand Trunk Pacific Railway for rental of Lake Superior Branch from April 1, 1917, to March 31, 1918, inclusive, at \$50,000 per month.			Mar. 31	By Dominion of Canada	600,000	00
		600,000	00				
		600,000	00			600,000	00

VALE RAILWAY.

RENTAL ACCOUNT, Year ended March 31, 1918.

1918.	Dr.	\$	cts.	1918.	Cr.	\$	cts.
Mar. 31	To amount paid Acadia Coal Co. for one year's rental of the Vale Railway from May 1, 1916, to April 30, 1917.			Mar. 31	By Dominion of Canada	1,200	00
		1,200	00				
		1,200	00			1,200	00

ST. JOHN AND QUEBEC RAILWAY.

REVENUE ACCOUNT, Year ended March 31, 1918.

Expenditure.	\$	cts.	Earnings.	\$	cts.
Maintenance of way and structures.	46,669	76	Passenger.	29,903	11
Maintenance of equipment.	6,744	29	Freight.	55,011	55
Traffic.	3,162	93	Mails and express.	2,999	22
Transportation—Rail line.	80,713	93			
General.	3,681	52			
	140,972	43	Less—Miscellaneous.	88,003	88
Rental (Income Account).	71,726	24		23,565	59
	212,698	67	Balance.	64,438	29
				148,260	38
				212,698	67

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ST. JOHN AND QUEBEC RAILWAY.
GENERAL BALANCE, Year ended March 31, 1918.

Dr.	\$ cts	Cr.	\$ cts
To Individuals and Companies ledger	2,627 70	By Dominion of Canada	5,647 63
Cash in transit	47 67	Rents ledger	9 90
Auditor's suspense	221 21	Freight in transit	1,665 55
Station agents	1,425 08		
Province of New Brunswick	2,977 51		
Traffic ledger	23 91		
	<u>7,323 08</u>		<u>7,323 08</u>

ST. JOHN AND QUEBEC RAILWAY.
STATEMENT OF CASH RECEIVED, Year ended March 31, 1918.

Dr.	\$ cts	Cr.	\$ cts
To Balance on hand April 1, 1917	Nil.	By amounts deposited to the credit	
Station agents	\$ 95,350 66	of the Honourable Receiver	
Traffic ledger	13,090 22	General of Canada during the	
Individuals and Companies ledger	7,980 58	year ended March 31, 1918.	116,457 36
Rents ledger	109 90		
	<u>116,457 36</u>		
	<u>116,457 36</u>		<u>116,457 36</u>

ST. JOHN AND QUEBEC RAILWAY.
STORES ACCOUNT, Year ended March 31, 1918.

Dr.	\$ cts	Cr.	\$ cts
To Balance March 31, 1917	194 73	By Issues during year ended March	
Purchases during year		31, 1918	515 43
ended March 31		Sales old material	54 00
1918	410 80		
Charges from other	54 00		
Departments			
	<u>464 80</u>		
	<u>569 44</u>		<u>569 43</u>

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APPENDIX III

REPORT OF W. A. BOWDEN, CHIEF ENGINEER OF THE DEPARTMENT.

OTTAWA, April 1, 1918.

CANALS.

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

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

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

With the exception of the Trent canal, where the construction of an extension to the present system is still in progress, the work executed on the various canals during the past season has been almost wholly in the nature of improvements and repairs to existing works.

LACHINE CANAL.

Traffic was carried on uninterruptedly during the entire season. Among the more important items of work performed might be mentioned the overhauling of a number of spare lock gates at Wellington Basin, and the reconstruction of two guide booms above Côte St. Paul and St. Gabriel locks. Certain repairs which had to be made to the bascule bridge at Rockfield necessitated the raising of the bridge in August, 1917, and keeping it out of commission until the opening of navigation this season.

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SOULANGES CANAL.

This canal was operated without interruption during the entire season. A small road bridge at St. Fereol and another at St. Antoine, were built in concrete to replace existing bridges. An incandescent system of electric lighting for the canal has replaced the former arc lighting system.

ST. ANN'S LOCK.

The repairs made to this lock were all of a minor nature. The old lockman's house, which had fallen into a bad state of repair, was taken down and rebuilt in a more suitable location. No interruptions to traffic occurred.

ST. OURS LOCK.

Only such repairs as were necessary for the general maintenance of the lock were performed. No delays to traffic were experienced.

CARILLON AND GRENVILLE CANALS.

The canal gate lifter was rebuilt and two spare gates at lock No. 4 were taken apart and reconstructed. Traffic was maintained without interruption.

CHAMBLY CANAL.

General repairs were made to a section of roadway on the west side of the canal for a length of nearly one mile. Two pairs of lock gates were rebuilt.

BLAUCHARNOIS CANAL.

This canal has been under lease to the Canadian Light and Power Company since 1907 and is, with the exception of a few minor works connected with it, no longer under the control of the department. A small amount of general repair work was done on the Hungry Bay dyke, and the ditches on the reserve land have been kept clear of obstructions.

CORNWALL CANAL.

During the entire season, this canal was operated without accident or interruption to traffic.

Among the more important repairs and improvements carried out during the year the following may be mentioned: the underpinning with concrete of about 75 feet of the southeast retaining wall below lock No. 18, an extension built by the town of Cornwall to their pumphouse west of lock No. 18, the construction of about 2,000 feet of stone underdraining in the new service ground near old lock No. 17, the rebuilding of 300 feet of stone protection wall below lock No. 20, the making of temporary repairs, which are now being made permanent to take care of a cave-in which occurred on the south canal bank a short distance above the upper dam, and which extended for a distance of 50 feet. In addition to the foregoing the usual repairs and improvements of a minor nature, such as rebuilding of gates, the construction of mooring posts, the resetting of coping stones, etc., were carried out.

TARRAN'S POINT CANAL.

Extensive repairs were made to the acetylene gas tank.

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RAPIDE PLAT CANAL.

About 1,100 feet of stone protection wall along the south bank was rebuilt, and on the north bank 800 feet. At lock No. 23, a brick chimney was erected on the lock house, and electric lights installed in place of the former coal oil lights.

GALOPS CANAL.

On the south side, west of Iroquois, 350 feet of stone protection wall was rebuilt. Near the Iroquois power-house, 100 feet of dry masonry on the south side of the government ditch was taken down and rebuilt. General repairs were also made to the concrete walls of the government ditch. At Cardinal, 860 feet of tile drain was laid along the government road west of the swing bridge. The usual minor repairs also received attention.

MURRAY CANAL.

About 7,600 feet of stone protection wall was repaired and partially rebuilt. The highway along the north side of the canal was thoroughly repaired, about 300 yards of gravel being placed on it. General repairs to bridges, culverts, ditches, etc., were attended to as usual.

RIDEAU CANAL.

General repairs of a similar character to those of previous years were carried out during the past season. Traffic was maintained without interruption. The following more extensive repairs and improvements may be noted: At Pretoria Avenue, Ottawa, a new steel lift bridge was constructed over the canal to replace the former bridge near the same site. At Black Rapids, a considerable portion of the lock was taken down and rebuilt in cut-stone masonry. A lay-by pier, 140 feet long, was built at Burritt's Rapids. At Newboro lock, the breast-work above the lock, formerly of cribwork, was rebuilt in concrete. A new storehouse was built at Jones' Falls. Heavy repairs were made to the masonry of the upper lock at Brewer's Lower Mills.

TRENT CANAL.

The route of the Trent canal, as now in operation and under construction, lies between Trenton on the Bay of Quinté, where direct connection is made with Lake Ontario, and Honey Harbour on Georgian Bay, from which port the waters of the upper great lakes are at once accessible. The portion of the canal now under construction lies between Lake Couchiching and Georgian Bay.

Canal in Operation.

That portion of the canal which lies between Trenton and Rice Lake is now practically completed, and it is expected that it will formally be opened for general traffic early in the coming season; the extent of the canal now in operation, or ready for operation, may therefore be stated as about 200 miles, or between Trenton and Washago. In addition to this, other channels maintained would approximate a total of 90 miles.

On those portions of the canal which have been under regular operation, various improvements and repairs were made, among which the following may be mentioned as the more important: Dredging was carried on at Robinson's Island bar, at Yankee Bonnets and near Bobcaygeon. The Kanesis dam was rebuilt in timber, and the decks of the Hawk River and Drag Lake dams were renewed. At Peterboro an oil shed of concrete block construction was erected. There were no serious delays to traffic during the entire season.

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Canal Under Construction.

Ontario-Rice Lake Division.—Under this division is included the portion of the canal which lies between Trenton and the easterly end of Rice Lake, a total distance of $56\frac{1}{2}$ miles. As already noted, this section of the canal is now practically completed, and will be opened for traffic early next season. A detailed description of the various works comprised in its construction and other matters of general interest will be found in last year's report, and also in the reports of several preceding years. The entire work when fully completed will have cost slightly over five million dollars.

Severn Division.—Under this division is included the portion of the canal between lake Couchiching and Port Severn, on Georgian Bay, a total distance of 43 miles. In this distance there will be included 4 miles of canal, $5\frac{1}{4}$ miles of subaqueous channel, and $33\frac{1}{4}$ miles of deep-river and lake navigation. The rise of about 130 feet between the level of Lake Huron and that of Lake Couchiching will be overcome by five locks. For the regulation of the river levels, fifteen dams will be required. The route of the canal will be crossed by eight steel bridges, five for highway and three for railway traffic. Five of these bridges will be fixed spans, and the remainder swing spans. For construction purposes this division has been subdivided into four sections or contracts known as sections 1, 2, and 3, and the Port Severn section. Section 1 is not yet under contract, and it is not likely that tenders on it will be called for until after the close of the war. The work to be undertaken will include the construction of three locks and two regulating dams, and will extend from deep water in Georgian Bay, near Island No. 181, 17 miles easterly, to a point a little above the Big Chute near the mouth of the Severn River. Section 2, now under contract, extends from the Big Chute to a point above McDonald's Rapids, a distance of $11\frac{1}{2}$ miles. The work included in the contract comprises principally the construction of a dam at Pretty Channel, a lock, and power-house at Swift Rapids, and the reconstruction of the Canadian Northern Railway bridge at Ragged Rapids. The dam at Pretty Channel was completed towards the close of 1915. The dam at Swift Rapids was completed near the close of navigation last season. Since the completion of this dam, the elevation of the water in the river between Swift Rapids and Ragged Rapids has been raised $17\frac{1}{2}$ feet. The power-house at this point has been completed and all machinery installed, and it is expected that the plant will be in operation within a few days. Work on the lock has been proceeding satisfactorily. The excavation for the lock pit is about completed. The concrete work of the lock and the entrance piers is now about two-thirds completed. The upper entrance piers, breast wall, and gate recess walls have been finished, and work on the side walls is well advanced. The swing span of the bridge at Washago for the crossing of the Canadian Northern Railway was completed during the year. The girder approach at the west end has not yet been erected, and the completion of the railway diversion on either side of the bridge has been delayed for want of rails. No further work was done on the substructure of the Ragged Rapids bridge. Section 3, which is about $15\frac{1}{2}$ miles in length, extends from the easterly end of section 2 to deep water in Lake Couchiching. The contract for the work to be undertaken includes the construction of a lock just north of Lake Couchiching, two highway swing bridges, one railway swing bridge, and several small dams near Washago, as well as a large amount of rock and earth excavation. Owing to the conditions resulting from the European War, a surrender of the contract was effected on 1st December last. Of the total amount of work to be performed under the contract, a little more than half has now been completed. Of the work thus far carried out, the following items are among the more important: The excavation for the Couchiching lock is practically completed, and the concrete work on the upper entrance piers, breast, and recess gate walls is well advanced.

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The dredging of the channel in Lake Couchiching is nearly completed. The canal cut across country, from the Muskoka Road bridge to the river, is well advanced. The highway bridge at Muskoka Road is completed and now in use. The construction of the pivot pier only at the Hamlet Highway crossing of the canal has thus far been carried out. The swing bridge for the crossing of the Canadian Northern Railway is complete, except for the erection of the fixed spans at the west end.

WELLAND CANAL.

During the past year the canal was in operation for a period of eight months. A total of 2,816 vessels passed through it, showing a considerable increase in traffic over both the years immediately preceding. Of the various repairs and improvements carried out during the year, the following may be noted as among the more important: The swing bridge over the canal at the upper end of the locks at Port Colborne was improved by the addition of a 5-foot walk, bracketed at the side. Concrete foot-bridges were erected at lock No. 6 on the old canal over the by-pass at Goose Island. Extensive repairs were made to the under-water structures of the old canal as far down as lock No. 3 reach. On the canal feeder the freshet of this spring did great damage at Dunnville and Port Maitland. At Dunnville the long bridge over the dam was practically demolished by a washout and ice-shove. At Port Maitland damage was done to the east pier just north of the elbow, through undermining. It has not as yet been possible to effect extensive repairs in either case.

PORT COLBORNE ELEVATOR.

The business handled by the elevator during the past year was slightly less than for the 1916 season, the net earnings showing a decrease of \$41,392.57. This may very largely be accounted for by the fact that oat-bagging was discontinued at the beginning of September. The contract with M. J. Hogan for repairs to the mooring dock west of the elevator was satisfactorily carried out early in the navigation season.

WELLAND SHIP CANAL.

On account of war conditions, all construction work on the Ship Canal has been suspended during the past fiscal year. All construction contracts have been cancelled. Some little maintenance work has been necessary, the following being amongst the more important items in it: A row of sheet piling had to be driven on the north side of the core of earth between the lake and lock No. 1 to protect it from further washing away by storms. A slide occurred at Queenstown Road crossing which carried out the east abutment of the bridge and damaged the roadway. It was necessary to divert a portion of the highway and to provide underdrainage by a temporary wooden culvert. Another slide occurred at lock No. 3, which caused considerable trouble for a time. Satisfactory steps, however, were taken to check it. Complete details in regard to the general scheme of the Welland ship canal, and of the various works thus far carried out on it, will be found in the reports of the previous years.

ST. PETER'S CANAL.

The improvement works begun in 1912, which consisted in the construction of a new lock and entrance at the Atlantic Ocean end of the canal, were completed in November, 1917. The total cost of the work was \$561,880. The new lock is 100 feet longer than the old, and the work generally, as completed, is an immense improvement on the old canal. The work carried out during the past season, which led up to the final completion of the canal, consisted principally

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in the dredging of the Atlantic entrance, the construction of over three hundred feet of concrete wall on the concrete cribs at the west side of the entrance, and a general trimming up of the entire work.

A few words of a general nature in regard to this canal and its history may not be out of place in the present report. The St. Peter's canal, which is about half a mile in length, connects the Atlantic with the Bras d'Or lakes of Cape Breton, N.S. It has one tidal lock 300 feet long and 48 feet wide and a depth of 18 feet of water on the sills at extreme low water. The canal was first opened for navigation in 1869, and has since been three times unwatered to permit of extensive repairs and improvements. It is used largely in connection with coal shipments from Sydney, and in the transportation of farm produce from Prince Edward Island to the interior of Cape Breton.

SAULT STE. MARIE CANAL.

During the past season this canal was in operation for a period of 236 days. No accidents occurred, nor was traffic at any time delayed. The volume of traffic passing through the canal showed a slight decrease on that of last year. The work of rebuilding the top of the lower south pier in concrete, which was commenced three years ago, was continued last season, and satisfactory progress made. There remains a length of about 200 feet of pier yet to be rebuilt. No other improvements of importance were carried out.

RAILWAYS.

CAR FERRY TERMINALS—NORTHUMBERLAND STRAIT.

This undertaking, which was completed during the past fiscal year, has comprised the construction of harbour works, landing piers, etc., at Cape Tormentine, New Brunswick, and at Carleton Point, Prince Edward Island, and the building of about 3 miles of Railway connecting the Cape Traverse branch of the Prince Edward Island railway with the Carleton Point terminal. The width of Northumberland Strait, between Cape Tormentine and Carleton Point, is 8 miles. A regular ferry service is now in operation.

HUDSON BAY RAILWAY.

During the past year the grading of the entire line from The Pas to Port Nelson was completed. Tracklaying was not continued. The main line track, with necessary sidings for the operation of light traffic, extends as before from The Pas to the second crossing of the Nelson River at Kettle Rapids, a distance of 334 miles. The total distance between The Pas and Port Nelson is 424 miles; there remain, therefore, about 90 miles of line over which track has yet to be laid. A large amount of ballasting was done during the year, and many depressed grades and settlements taken out. The piers and abutments of the Kettle Rapids bridge were completed early in the season, and the steel has since been erected. The painting of the structure will be done next season.

HUDSON BAY RAILWAY TERMINUS—PORT NELSON, MAN.

The deep-water development of this harbour, consisting of an artificially constructed island situated near the outer edge of the tidal flats, about two-thirds of a mile from shore, connected with the mainland by a bridge of seventeen spans, has progressed satisfactorily. The island as built is now one-half mile in length and enclosed on all but the deep-water face by timber crib retaining works, and the interior has been partly filled with material dredged from the site of the deep-water wharves and channel. The work has been greatly inter-

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ferred with on account of the war, and as only one ship load of material and supplies was delivered, the latter part of the season's work had to be curtailed.

A length of 2,984 feet of timber cribwork was sunk in place in connection with the island work, of which 2,384 was completed to a height of 23 feet. The cribwork has all been filled and partly back-filled with gravel, rock, and other materials.

One ice-protection crib has been built about a mile above the bridge between the island and the shore, for the purpose of breaking up the ice shove in the spring.

Dredging was continued throughout the season, both in the deep-water channel and above Flamboro Head, where 38,000 yards of gravel and rock were obtained for crib filling.

The last sheet of winter ice in the harbour moved out on the 13th June and, though there was ice about for some time afterwards, navigation began on the 13th June with gasoline boats and on the 19th with steam tugs and other craft. One dredge began work on the 1st of the same month.

The first ice appeared in the harbour on the 11th October, and the last boat was taken out of the water on the 23rd of the same month.

Reduction of forces began in September, and after the first of the year 1918 only about twenty men were retained on the work. These were chiefly engaged in test boring and survey work.

APPENDIX IV.

REPORT OF C. N. MONSARRAT, CHAIRMAN AND CHIEF ENGINEER, BOARD OF ENGINEERS, QUEBEC BRIDGE.

The status of the work in connection with the construction of the Quebec bridge at the present date, is as follows:—

The work still to be performed at the bridge site is as follows: Completion of the painting; completion of rivetting; completion of concrete sidewalks; completion of handrailing; removal of falsework pedestals, north and south shores; grading and cleaning up around south anchor arm; removal of docks and cribs, north shore; removal of remains of old north main pier; and placing of riprap outside the new north main pier.

The contractor has now 150 men employed on the painting, and it will probably require several months to complete this work. About 100 men are employed on other work on the bridge, and it would appear that some time in the early fall the bridge should be entirely completed and ready to be taken out of the hands of the contractor.

In the office, the staff are engaged in checking up statements of scale weights of all the members that have entered into the construction of the bridge, preparatory to preparing final estimate on the work. They are also engaged in the collection and preparation of all data, plans, etc., for reference at a later date, or for publishing in a final report, if required.

APPENDIX V.

REPORT OF ALEX. FERGUSON, ENGINEER IN CHARGE OF
CAPITAL LIFTING RAILS FOR WAR PURPOSES.

On the 21st of May, 1917, instructions were given to proceed with the work of lifting track from the roadbeds of the Grand Trunk Pacific and Canadian Northern Railways between Imrie and Resplendent, Alta., in order to provide steel rails for the use of His Majesty's armies in France, as authorized by order in council No. 1395, dated May 18, 1917.

An organization was immediately created, and the work of lifting track and of transforming the two lines into one commenced.

The Grand Trunk Pacific track between Imrie and Leaman Junction, 13.6 miles; between Obed and Pocahontas, 12.25 miles; and between Geikie and Resplendent, 31.8 miles was lifted and the rails and angle bars shipped to Three Rivers for shipment to France.

The Canadian Northern track between Leaman Junction and Obed, 79.9 miles, and between Snaring Junction and Geikie, 22.05 miles, was lifted and the rails relaid on the Grand Trunk Pacific roadbed between Leaman Junction and Obed, and between Snaring Junction and Geikie, thus releasing the Grand Trunk Pacific rails and fastenings for war purposes as required by the order in council.

The track of the Grand Trunk Pacific between Pocahontas and Snaring Junction was lifted and relaid partly with 60-pound steel and partly with 80-pound Canadian Northern steel in order to release the Grand Trunk Pacific steel for shipment to France, and at the same time preserve rail connection with the coal mines at Pocahontas. This portion of the Grand Trunk Pacific line is being operated as a spur and is, as yet, considered merely temporary. A rearrangement of the main lines may be found necessary in the interests of economy.

The first shipment of steel rails for Three Rivers left Edmonton on the 17th of June, 1917, and the last on the 26th of October, 1917. The total shipments amounted to 23,108 gross tons of rails and 1,110 gross tons of anglebars.

During the months of October, November, and December a considerable amount of work was done on the construction of highways between Otley and Carrot Creek and between Peers and Fullstow in order to give the settlers access to the Grand Trunk Pacific line. Before the close of the fiscal year arrangements were made for the completion of these roads and for the construction of a roadway from Rosevear on the Grand Trunk Pacific to Horner.

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APPENDIX VI.

AGREEMENT FOR THE PURCHASE OF 600,000 SHARES OF THE
CAPITAL STOCK OF THE CANADIAN NORTHERN RAILWAY

AGREEMENT made the first day of October, A.D. 1917,

BETWEEN HIS MAJESTY THE KING, represented herein by the Minister of Finance and Receiver General and the Minister of Railways and Canals, acting under the authority of an Order in Council dated the fifteenth day of November, 1917, and herein called "THE GOVERNMENT" or "HIS MAJESTY" of the First Part, and

MACKENZIE, MANN AND COMPANY, LIMITED herein called "the Owners", of the Second Part, and

THE CANADIAN BANK OF COMMERCE herein called "the Pledges", of the Third Part,—

WITNESSETH:

1. Under the authority of an Act of Parliament of Canada passed at the last session thereof and assented to on the twentieth day of September, 1917, intituled "An Act providing for the acquisition by His Majesty of the Capital Stock of the Canadian Northern Railway Company", the Government agrees to buy, and the owners agree to sell, all of their holdings in the six hundred thousand shares of capital stock of the Canadian Northern Railway Company (par value \$60,000,000) not now held by the Minister of Finance of Canada in trust for His Majesty, such holdings being not less than five-sixths of said six hundred thousand shares. The price and terms of such purchase and sale are those hereinafter and in the said Act set forth.

2. The price shall be determined in the manner set out in the Act, namely:—

The Governor in Council shall appoint an arbitrator, the owners and the pledges (being the owners and the pledges, respectively, of the majority of the said 600,000 shares) shall appoint another, and the two so appointed shall appoint a third, or, failing agreement as to such appointment, the third arbitrator shall be appointed by the judge of the Exchequer Court of Canada. The said arbitrators shall determine the value of the said 600,000 shares as of the date of this agreement, and the said arbitrators shall proceed in a summary way, and may receive with respect thereto such reports and statements authenticated in such way as they may decide and such evidence as they may deem necessary or helpful. They may examine witnesses under oath and hear parties by counsel or representatives. The determination of the arbitrators shall be final if unanimous, but, if not, shall be subject to appeal as in the said Act provided.

In determining the value of the said 600,000 shares, the arbitrators, should they regard it as expedient to take into consideration the reproduction cost of the Canadian Northern Railway System, shall not include therein the increase in value, due to the war, of labour, material, equipment, or of any property.

Should the value of the said 600,000 shares so determined be the sum of \$10,000,000 or more, the price shall be \$10,000,000. Should the value so determined be less than \$10,000,000, the price shall be the value so determined.

3. The amount of the value determined by the arbitrators shall be paid by the Government as follows:—

Three months after the determination of same and the receipt of the award by the Government; provided that the Government may at any earlier date after such determination pay the whole or such proportion of said price as the Governor in Council may authorize; provided further that there may be deducted from the value of the stock so determined as aforesaid its proportionate share of the amount of any liabilities ascertained by the Government to be outstanding against the Canadian Northern Railway System, or its constituent companies, and undisclosed to, or in excess of the liabilities disclosed to the said arbitrators, apart from ordinary operating liabilities, and apart from liabilities which will be properly chargeable to capital account, unless the corresponding value produced thereby has already been taken into consideration as an asset of the company.

1. The owners covenant with the Government that neither the Canadian Northern Railway Company nor any of its subsidiary or constituent companies will enter into any contract or obligation until the value of said stock is finally determined as aforesaid, except such as may be necessary for the usual and ordinary conduct of the business of the said company, and to be fully performed within six months from the date of any such contract or obligation, unless such contract or obligation is authorized by the Minister of Railways and Canals of Canada.

5. Without delay, after the making of this agreement, at least five-sixths of the said 600,000 shares shall be transferred to the Minister of Finance in trust for His Majesty, free from all liens and charges thereon by the pledgees and free from any other liens, charges and encumbrances thereon.

PROVIDED:—

(A) The necessary qualification shares for the Directors of the said railway company may be transferred to or allowed to remain in their names by the Minister of Finance on such conditions as he may determine, and the same shall be deemed to be part of the said five-sixths, and shall be deemed to be transferred to the Minister of Finance in trust for His Majesty pursuant to this agreement.

(B) Sixteen thousand shares (par value \$1,600,000.00) now held or controlled by the Government of British Columbia as security for the carrying out by the Canadian Northern Pacific Railway Company (Company included in the Canadian Northern Railway System) and the Canadian Northern Railway Company of certain contracts made with said Government, and deposited pursuant to the British Columbia statutes below mentioned, shall be deemed to be transferred to the Minister of Finance in trust for His Majesty pursuant to this agreement when an order or direction to the British Columbia Government, signed by the owners, in form satisfactory to the Minister of Finance, is delivered to him, requiring and directing the said Government to transfer and surrender to the Minister of Finance in trust for His Majesty the said sixteen thousand shares when the terms of the said deposits have been performed by or on behalf of the said companies or otherwise at the discretion of the said Government.

The said shares were deposited as follows:

(a) 5,000 shares (par value \$500,000) were deposited under chapter 3, B.C. statutes of 1910, clause 7 (a) of the agreement in the schedule to said statute.

(b) 4,000 shares (par value \$400,000) were deposited under chapter 32, B.C. statutes of 1912, section 6 (2).

(c) 10,000 shares (par value \$1,000,000) were deposited under chapter 64, B.C. statutes of 1911, section 5, (2).

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6. It is the intention of the parties that the whole of the said six hundred thousand shares shall be acquired by the Minister of Finance in trust for His Majesty pursuant to the terms of this agreement and of the said Act, and any shares in excess of the said five-sixths which the owners may own or control shall be transferred together with the said five-sixths, or as soon as the owners may be able to do so, but should there be any shares forming part of the said six hundred thousand shares not transferred within such period as the Governor in Council may from time to time fix, the authority conferred by the said Act upon the Governor in Council to declare said shares not so transferred to be the property of the Minister of Finance in trust for His Majesty shall be exercised.

7. There shall be retained by the Government out of the purchase price determined as aforesaid a sum representing the price of such untransferred shares pro-rata as part of the said six hundred thousand shares, and from time to time as any of the said shares may be transferred, or as the Governor in Council shall declare any of the said shares not transferred to be the property of the Minister of Finance in trust for His Majesty as provided in the said Act, the pro-rata price therefor shall be paid by the Government to the owners of said shares so transferred or declared, or to such persons as the said owners may direct.

8. The owners shall at all times, if called upon by the Minister of Finance, assist the Government in making arrangements with the creditors of and those holding claims against the Canadian Northern Railway Company or any company included in the Canadian Northern Railway System for payment or settlement of their claims or for postponing the payment thereof.

9. Should the third arbitrator die, resign, refuse or become incapable of acting, his successor shall be appointed by the remaining two, or, failing agreement as to such appointment, such successor shall be appointed by the judge of the Exchequer Court of Canada. Should either of the two die, resign, refuse or become incapable of acting, his successor shall be appointed without delay by the same party hereto by whom his appointment was made.

10. The arbitrators shall have power to employ such legal, engineering, actuarial or other professional or expert assistance as they may require, and the costs thereof shall be deemed to be part of the costs of the arbitration and shall be fixed by the arbitrators.

11. In case the arbitrators or either of the parties desire that the evidence of any person be taken *de bene esse* or out of Canada, the arbitrators may delegate to any person having local authority to administer oaths the power to take such evidence and transmit it to the arbitrators for use upon the reference.

12. The evidence upon the arbitration shall be taken down in shorthand and transcribed by a competent stenographer, duly sworn for that purpose, who shall be appointed by the arbitrators and whose charges shall be part of the costs of the arbitration.

13. The appointment of arbitrators shall be made and the proceedings by the arbitrators commenced and carried on so that their determination of the value shall be made and announced to the parties on or before the first day of March, 1918, or within such further period as the parties hereto may agree upon.

14. The arbitrators shall have power to correct in their award any clerical mistake or error arising from any accidental slip or omission, at any time within two weeks after delivery thereof.

15. The Third Party in its capacity as pledgee of the stock of the second party, at the request of the second party, hereby approves of and consents to the terms of this agreement.

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16. The costs of the arbitration other than the fees of the arbitrators shall be in the discretion of the arbitrators and may be taxed by such officer as they shall appoint for the purpose.

IN WITNESS WHEREOF the parties hereto have executed this agreement.

SIGNED, SEALED AND
DELIVERED in the pre-
sence of

G. A. BELL.

T. WHITE,
*Minister of Finance and
Receiver General.*

[Seal.]

SIGNED, SEALED AND
DELIVERED in the pre-
sence of

F. H. PHIPPEN.

J. D. REID,
*Minister of Railways and
Canals.*

[Seal.]

J. W. PUGSLEY,
Secretary.

SIGNED, SEALED AND
DELIVERED in the pre-
sence of

A. J. L. TRIGGE.

MACKENZIE, MANN AND
COMPANY, LIMITED.
W. MACKENZIE, *President.*

[Seal.]

R. P. ORMSBY, *Secretary.*

THE CANADIAN BANK OF
COMMERCE.

[Seal]

B. E. WALKER, *President.*
JOHN AIRD, *General Manager.*

DEPARTMENT OF RAILWAYS AND CANALS

CANAL STATISTICS

FOR THE

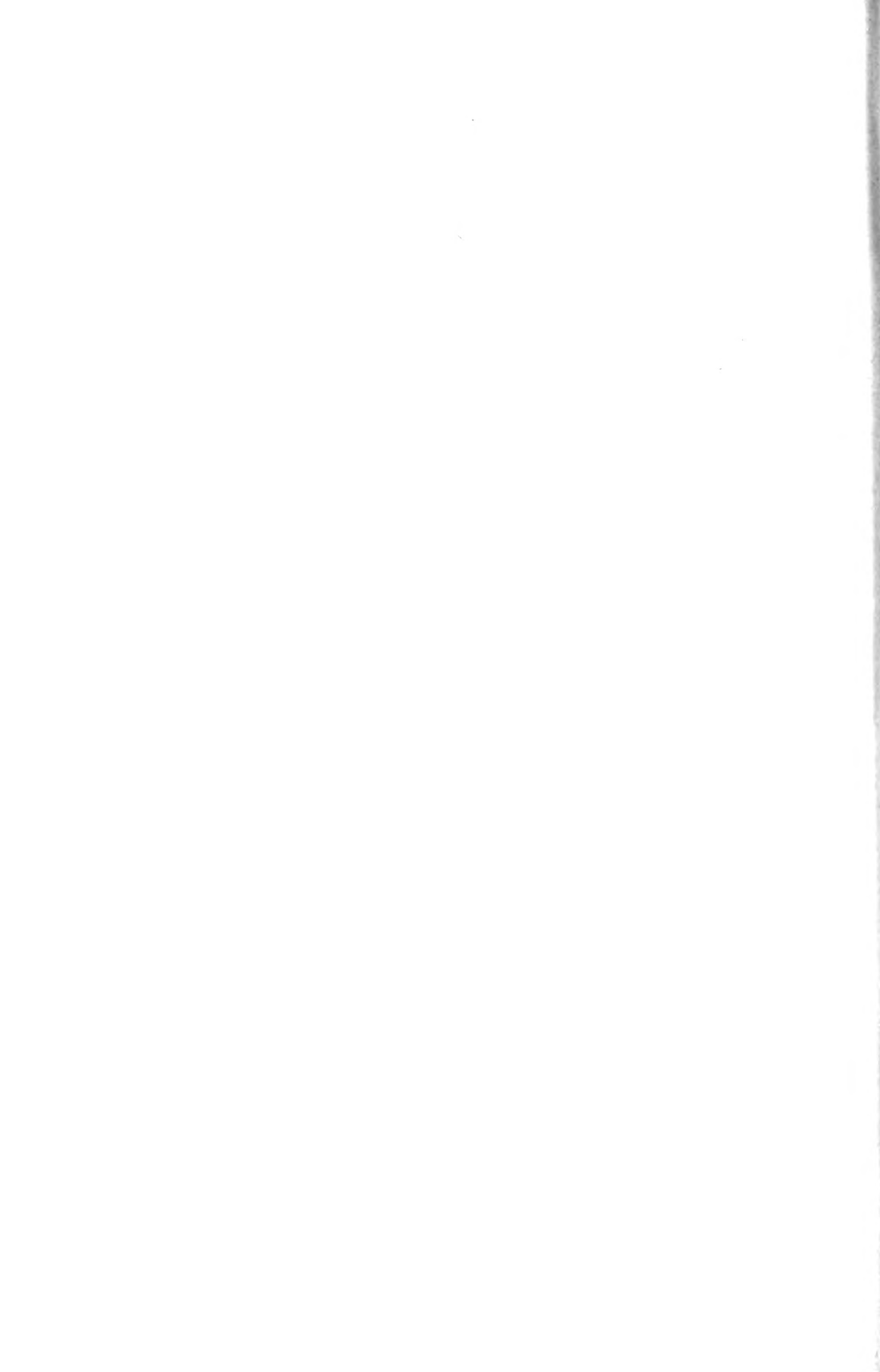
SEASON OF NAVIGATION

1918

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1919.



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

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency, Canal Statistics for the year ended December 31, 1918.

All of which is respectfully submitted.

J. D. REID,

Minister of Railways and Canals.

To the Honourable J. D. REID,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the operations of the Canals of the Dominion for the year ended December 31, 1918.

I have the honour to be, sir,

Your obedient servant,

G. A. BELL,
Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS,
OTTAWA, April 7, 1919.

G. A. BELL, Esq., C.M.G.,
Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith Canal Statistics for the year ended December 31, 1918.

ABRIDGED REPORT.

The condensed and abridged form of report adopted last year, owing to conditions created by the war, has been continued for 1918.

VOLUME AND DISTRIBUTION OF TRAFFIC.

	Tons.	Increase.	Decrease.
		Tons.	Tons.
Sault Ste Marie.....	12,911,711		2,533,381
Welland.....	2,174,298		316,244
St. Lawrence.....	3,031,134		360,010
Chambly.....	369,186		65,632
St. Peter's.....	59,716		2,538
Murray.....	44,735		12,868
Ottawa.....	167,170		47,665
Rideau.....	54,136		30,413
Trent.....	64,893	15,969	
St. Andrews.....	4,640		2,534
Total.....	18,883,619	15,969	3,371,285

GROSS TRAFFIC SINCE 1915.

	Tons.		Tons.
1905.....	9,371,744	1912.....	47,587,245
1906.....	10,523,185	1913.....	52,053,913
1907.....	20,543,639	1914.....	37,023,237
1908.....	17,502,820	1915.....	15,198,803
1909.....	33,720,748	1916.....	23,583,491
1910.....	42,990,608	1917.....	22,238,935
1911.....	38,030,353	1918.....	18,883,619

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ANALYSIS OF TRAFFIC.

Canals.	Products of the Farm.	Manu- factures.	Products of Forest.	Products of Mines.	Total.
1917.	Tons.	Tons.	Tons.	Tons.	Tons.
Sault Ste. Marie.	1,513,446	259,983	41,808	11,098,474	12,913,711
Welland.	287,986	229,829	123,979	1,532,504	2,174,298
St. Lawrence	337,862	235,014	397,678	2,060,580	3,031,134
Chambly	21,124	30,271	219,387	98,404	369,186
St. Peter's.	9,790	6,793	1,940	41,193	59,716
Murray		7,796		36,939	44,735
Ottawa	6,450	19,048	84,540	57,132	167,170
Rideau.	3,311	9,408	7,378	34,039	54,136
Trent	2,155	2,274	59,367	1,097	64,893
St. Andrews.	7	54	4,579		4,640
Total	2,182,131	800,470	940,656	14,960,362	18,883,619

	1913.	1914.	1915.	1916.	1917.	1918.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Products of the farm	16.44	21.55	34.18	22.00	17.27	11.56
Manufactures	3.61	3.29	7.21	3.53	3.65	4.25
Products of forest	3.22	4.38	9.83	5.87	5.26	4.94
Products of mine	76.73	70.78	48.78	68.60	73.82	79.25

CANADIAN AND AMERICAN TRAFFIC.

Neither the Canals of Canada nor those of the United States impose tolls. Perfect reciprocity prevails in the use of these artificial waterways.

Year.	Canadian Vessels.		U.S. Vessels.		Freight Tonnage		
	No.	Tonnage.	No.	Tonnage.	Canada.	United States.	Total.
1908	29,040	6,780,789	7,489	4,835,320	5,012,147	12,190,673	17,502,820
1909	22,507	7,811,578	9,996	16,459,322	7,378,057	26,342,691	33,720,748
1910	25,337	8,931,790	11,462	21,777,297	7,883,614	35,106,994	42,990,608
1911	25,585	9,172,132	10,370	18,231,622	7,792,907	30,237,446	38,030,353
1912	27,371	10,237,335	11,785	24,636,190	9,376,529	38,210,716	47,587,245
1913	28,654	12,078,041	10,739	24,238,788	11,130,875	40,923,038	52,053,913
1914	26,125	12,050,856	7,742	15,636,414	9,382,206	27,641,031	37,023,237
1915	21,575	9,398,207	6,415	7,385,101	6,789,423	8,409,380	15,198,803
1916	23,002	9,839,029	6,800	10,669,839	7,486,962	16,096,529	23,583,491
1917	21,588	9,831,694	6,594	10,259,772	5,964,369	16,274,566	22,238,935
1918	18,909	7,800,972	6,791	9,616,200	3,369,477	15,514,142	18,883,619

TRANSPORTATION OF CANADIAN WHEAT.

Since 1895 the volume of Canadian wheat annually carried through the Canadian canal at Sault Ste. Marie has been as follows:—

	Bushels.		Bushels.
1895	1,087,800	1907	34,602,00
1896	7,274,000	1908	41,793,30
1897	9,130,167	1909	48,047,83
1898	3,456,934	1910	51,771,83
1899	7,699,267	1911	63,611,00
1900	5,573,267	1912	83,743,03
1901	5,893,031	1913	101,066,133
1902	19,896,900	1914	77,467,833
1903	25,807,800	1915	48,727,911
1904	25,250,969	1916	82,807,342
1905	22,603,500	1917	60,551,243
1906	26,361,400	1918	19,987,255

In 1918 a large volume of Canadian wheat passed through the American canal at Sault Ste. Marie. This was true, in degree, of preceding years.

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COMPARISON OF 1915, 1916 AND 1917.

	1915.	1916.	1917.	1918.
	Bushels.	Bushels.	Bushels.	Bushels.
Through the Canadian Canal.....	48,727,911	82,807,342	60,551,243	19,987,255
Through the American Canal.....	121,389,950	102,196,325	98,023,019	42,312,016
Total.....	170,117,861	185,003,667	158,574,262	62,299,271

Canadian wheat in the form of flour, had a total of 7,061,913 bushels. There were 1,569,314 barrels of flour, which were calculated into wheat on the basis of $4\frac{1}{2}$ bushels to the barrel.

The total volume of waterborne wheat in 1917 and 1918 would thus be made up as follows :—

	1917. Bushels.	1918. Bushels.
Through the Canadian canal.....	60,551,243	19,987,255
Through the American canal.....	98,023,019	42,312,016
In the form of flour.....	13,230,850	7,061,913
Total.....	171,805,112	69,361,184

The distribution of Canadian wheat, moved through the Canadian and American canals at Sault Ste. Marie from Port Arthur-Fort William, was as follows :—

From	1915.	1916.	1917.	1918.
	Bushels	Bushels.	Bushels.	Bushels.
Port Arthur-Fort William.				
To Montreal.....	3,512,410	1,233,982	1,280,170	728,500
To Georgian Bay ports	25,065,999	46,406,749	52,453,042	38,774,391
To other Canadian ports	33,067,613	28,029,847	31,369,487	20,638,204
To Buffalo.....	106,784,542	106,349,943	72,872,692	2,158,176
Total.....	168,430,564	182,020,521	157,975,391	62,299,271

“Other Canadian ports ” practically means Port Colborne at the western entrance to the Welland Canal.

MOVEMENT OF CANADIAN WHEAT BY MONTHS, 1918.

1918.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<i>Canadian Canal</i>										
Port William-Port Arthur to Montreal										
Georgian Bay	190,090	71,817	50,500	241,633	66,550	46,000	160,000	92,000	816,616	728,500
Other Can. ports.	206,600	260,700	564,500	449,000	54,000	98,366	4,283,611	3,175,500	1,414,500	9,443,323
Buffalo		749,000	626,000	62,700	302,000	790,500	2,811,000	1,958,822		9,307,432
			445,300							508,000
Total	396,690	1,081,517	1,686,300	753,333	422,550	934,866	7,254,611	5,226,332	2,231,146	19,987,255
<i>American Canal.</i>										
Fort William-Port Arthur to Montreal										
Georgian Bay	3,173,174	140,000	959,031	233,000	24,000	208,000	2,183,876	17,862,987	4,487,000	29,331,068
Other Can. ports.	498,114	556,268	988,000	152,009	54,500		1,966,000	3,607,550	3,508,331	11,330,772
Buffalo	373,759	754,787	400,000					121,630		1,650,176
Total	4,045,047	1,451,055	2,347,031	385,009	78,500	208,000	4,149,876	21,592,167	7,995,331	42,312,016
<i>Canadian and American Canals.</i>										
Fort William-Port Arthur to Montreal										
Georgian Bay	3,363,174	71,817	50,500	241,633	66,550	46,000	160,000	92,000		728,500
Other Can. ports.	701,714	400,700	1,523,531	233,000	78,000	366,366	6,467,487	21,038,487	5,303,664	38,774,391
Buffalo	373,759	1,305,268	1,614,000	601,009	356,500	790,500	4,777,000	5,566,382	4,922,831	20,638,204
		754,787	845,300	62,700				121,630		2,138,176
Grand total	4,441,647	2,532,572	4,033,331	1,138,342	501,050	1,292,866	11,404,487	26,818,499	10,226,477	62,299,271

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There was a large volume of wheat moved during the year 1918 from Port Colborne to Montreal, which might properly be added to the foregoing total for Fort William-Port Arthur to Montreal. Port Colborne was used as a port of transfer. It might, in fact, be assumed that nearly all the wheat moved from the head of the Great Lakes to "other Canadian ports" actually went to Montreal.

A helpful light is thrown on the foregoing table when the monthly totals are reduced to a percentage basis, as follows:—

	1915.	1916.	1917.	1918.		1915.	1916.	1917.	1918.
April.....	4.8	8.6	.....	7.1	September.....	7.3	6.1	4.1	1.9
May.....	5.5	16.9	19.2	4.1	October.....	27.5	8.7	19.6	18.3
June.....	2.0	11.9	14.5	6.5	November.....	29.7	12.0	21.6	43.1
July.....	1.9	14.4	6.1	1.8	December.....	20.0	9.6	9.7	16.4
August.....	1.3	11.8	5.2	.8					

FREIGHT RATES BY WATER.

Carriers by water obtained exceptionally high rates on wheat during the season of 1918, which may be accepted as indicating heavy tolls for all commodities.

Rates of freight over the different routes were as follows:—

	1915.	1916.	1917.	1918.
Port Arthur—Fort William to Montreal—				
Per ton, per mile.....	0.132 cent.	0.205 cent.	0.265 cent.	0.309 cent.
Per bushel.....	4.99 "	7.55 "	9.78 "	11.39 "
Per ton.....	\$1.66	\$2.52	\$3.26	\$3.80 "
Port Arthur—Fort William to Georgian Bay—				
Per ton per mile.....	0.282 cent.	0.264 cent.	0.270 cent.	0.277 cent.
Per bushel.....	3.54 "	4.10 "	4.25 "	4.32 "
Per ton.....	\$1.18	\$1.37	\$1.42	\$1.44 "
Port Arthur—Fort William to other Canadian ports—				
Per ton per mile.....	0.124 cent.	0.169 cent.	0.185 cent.	0.205 cent.
Per bushel.....	2.84 "	3.68 "	4.18 "	4.48 "
Per ton.....	94.80 "	\$1.22	\$1.39	\$1.49 "
Port Arthur—Fort William to Buffalo—				
Per ton per mile.....	0.159 cent.	0.159 cent.	0.196 cent.	0.158 cent.
Per bushel.....	3.97 "	4.27 "	5.00 "	4.11 "
Per ton.....	\$1.32	\$1.42	\$1.67	\$1.37

The rates from Duluth were substantially the same as Port Arthur-Fort William.

In order that the bearing of the foregoing freight rates may be properly understood in their relationship to gross earnings, allowance should be made for the following charges paid by ship owners on all cargoes of wheat moved between Fort William and Montreal:—

Clearing house at Fort William.....	.01 to .03 cent per bush.
Trimmers at Fort William.....	.06 " "
Elevation at Montreal.....	.30 " "
Shovelling at Montreal.....	.20 " "
Total.....	59 cent per bushel.

To Port Colborne the average deductions would amount to .44 per bushel to Buffalo .41, and to Georgian Bay ports .38.

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MOVEMENT OF OTHER CANADIAN GRAIN.

A considerable volume of other Canadian grain than wheat passed through the Canadian and American canals at Sault Ste. Marie in 1918.. The facts for the past four years are as follows :—

	1915.	1916.	1917.	1918.
	Bushels.	Bushels.	Bushels.	Bushels.
Oats	26,798,488	57,743,636	37,014,644	10,120,625
Barley.. ..	4,496,509	8,679,607	5,149,725	3,470,358
Flax seed ..	2,068,582	4,931,569	5,073,760	1,588,052
Total.	33,363,579	71,354,812	47,238,129	15,179,035

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VESSEL AND FREIGHT TONNAGE PASSED THROUGH THE SAULT STE. MARIE CANAL,

Years.	Canadian Vessels.		U.S. Vessels.		Total No.	Vessel Tonnage.	Freight Tonnage.		Lockages.	Days Open.		Remarks.	
	No.	Tonnage.	No.	Tonnage.			Canadian.	United States.		Total.	No.		No.
1895.....	609	126,534	583	623,092	1,192	749,626		595,837	699	87	Canal first opened Sept. 9, 1895.		
1896.....	2,070	589,407	3,066	3,805,749	5,136	4,395,156		4,577,399	3,042	218			
1897.....	1,909	405,546	2,359	3,391,936	4,268	3,797,482		3,947,065	2,604	238			
1898.....	1,811	403,931	1,864	2,353,690	3,675	2,757,630		3,055,387	2,520	243			
1899.....	2,000	558,352	1,769	2,389,457	3,769	2,948,009		3,006,664	2,610	239			
1900.....	1,790	577,310	1,291	1,617,438	2,081	2,194,748		2,035,677	2,205	238			
1901.....	2,796	775,151	1,408	1,674,597	4,204	2,449,748		2,820,394	2,910	246			
1902.....	3,080	1,366,930	1,964	3,237,372	5,044	4,604,302		4,729,368	3,418	264			
1903.....	2,711	1,615,939	1,640	3,146,897	4,351	4,762,746		5,511,868	3,242	256			
1904.....	2,637	1,555,042	1,325	2,675,663	3,962	4,230,705		5,030,705	3,022	241			
1905.....	3,970	1,803,299	1,692	2,734,349	5,662	5,537,637		5,473,406	4,031	255			
1906.....	3,922	1,959,252	1,758	4,399,872	6,359	6,359,124		6,574,039	4,152	253			
1907.....	3,217	2,154,688	3,132	9,961,281	5,349	12,115,969		15,588,165	4,596	238			
1908.....	3,289	2,603,232	2,204	7,035,655	5,293	9,638,887		2,092,231	10,666,985	12,759,216	Origin of cargo first shown.		
1909.....	2,597	2,988,936	3,734	14,850,738	6,331	17,839,674		3,366,495	24,494,750	27,861,245			
1910.....	2,744	3,173,494	5,228	20,187,704	7,972	23,361,198		2,345,619	33,050,068	36,395,687			
1911.....	2,713	3,108,850	4,068	16,252,340	6,781	19,361,220		3,177,581	27,774,128	30,951,709			
1912.....	2,643	3,296,229	5,213	22,536,015	7,856	25,832,244		4,090,362	35,579,293	39,669,655			
1913.....	3,279	3,793,434	5,066	22,181,007	8,285	25,974,441		4,954,734	37,744,590	42,699,324			
1914.....	3,011	3,473,292	2,966	13,827,870	6,977	17,301,162		3,604,747	23,989,437	27,599,184			
1915.....	3,000	3,041,003	1,331	5,443,812	4,331	8,484,815		2,561,734	5,189,223	7,750,957			
1916.....	4,595	4,089,937	2,094	8,703,187	6,689	12,793,124		4,155,911	12,657,738	16,813,649			
1917.....	3,199	3,182,960	2,138	8,712,604	5,337	11,895,564		2,875,590	12,571,503	15,447,092			
1918.....	3,067	2,436,500	1,992	7,594,042	5,059	10,030,542		1,336,861	11,576,850	12,913,711			

Origin of cargo first shown.

I have the honor to be, sir,

Your obedient servant,

J. L. PAYNE,

Comptroller of Statistics.

TABLE 1.—Comparative Statement of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation 1917 and 1918.

	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
1917													
Sault Ste. Marie	248,391	1,946,779	13,848		449,710	11,113,538	886,465	112,094	1,598,417	13,848,675	15,447,092	2,875,590	12,571,502
Welland	143,886	689,810	158,600	1,585	13,934	21,966	6,057	1,463,935	313,186	2,177,356	2,490,542	981,914	1,508,628
St. Lawrence	263,933	795,238	292,214	29,769	17	50	5,257	2,004,666	561,421	2,829,723	3,391,144	1,370,533	2,020,611
Chambly	3,206	8,006	253,353	15,518				153,841	256,553	178,265	434,818	281,292	153,526
St. Peter's	14,520	47,734							14,520	47,734	62,254	62,254	
Murray	51,987	2,418						3,198	51,987	5,616	57,603	54,465	3,198
Ottawa	12,104	141,681		48,392			12,051	307	24,455	190,380	214,835	200,953	13,882
Rideau	52,285	29,284					2,980		52,285	32,264	84,549	81,330	3,219
Trent	15,678	33,246							15,678	33,246	48,924	48,924	
St. Andrews	7,003	171							7,003	171	7,174	7,174	
Grand total	803,990	3,695,297	718,024	771,528	463,661	11,135,554	909,830	3,741,081	2,895,505	19,343,430	22,238,935	5,964,369	16,274,566
1918.													
Sault Ste. Marie	225,857	877,507	9,520		312,237	10,481,093	651,247	85,156	1,228,861	11,684,850	12,913,711	1,336,801	11,576,850
Welland	95,285	285,684	76,712		9,923	5,985	1,600,769	1,600,769	181,920	1,992,378	2,174,298	495,607	1,678,691
St. Lawrence	183,694	407,728	261,309	66,369			6,551	2,105,483	451,554	2,579,580	3,031,134	890,910	2,140,191
Chambly	2,897	11,833	247,826					106,630	250,723	118,463	369,186	262,556	106,630
St. Peter's	13,915	45,801							13,915	45,801	59,716	59,716	
Murray	40,370	3,531	35				799		40,405	4,330	44,735	43,901	834
Ottawa	13,715	83,732		63,486			6,237		19,852	147,218	167,170	159,700	7,470
Rideau	34,564	19,572							34,564	19,572	54,136	50,663	3,473
Trent	16,796	48,097							16,796	48,097	64,893	64,893	
St. Andrews	4,626	14							4,626	14	4,640	4,640	
Grand total	631,719	1,883,499	595,402	370,949	352,160	10,487,078	664,035	3,898,777	2,243,316	16,640,303	18,883,619	3,369,477	15,514,142

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TABLE 2.—Statement showing the Number, Tonnage, and Nationality of Vessels passed through the several Canals during the Season of Navigation in 1918.

Canadian Vessels. Steam and Sail.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total tons.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
Sault Ste. Marie.....	3,067	795,809	679,275	220,470	85,128	215,882	290,575	139,329	10,041	1,371,481	1,065,019	2,436,500
Welland.....	2,087	240,192	247,142	641,960	376	9,128	1,668	1,004	619,835	891,280	869,021	1,760,301
St. Lawrence.....	5,687	636,131	651,246	760,127	295				791,115	1,397,262	1,442,656	2,839,918
Chambly.....	1,571	26,008	26,760	16,889	2,249			3,564	16,745	42,897	43,505	86,402
Ottawa.....	1,165	105,322	107,545	112						109,198	109,794	218,992
Rideau.....	1,156	35,673	39,814							35,673	39,814	75,487
St. Peter's.....	1,067	35,770	32,971							35,770	32,971	68,741
Trent Valley.....	3,540	85,413	86,583					5	836	85,413	86,583	171,996
Murray.....	438	54,777	54,909	3,786	200					58,568	56,005	114,573
St. Andrews.....	130	13,117	14,945							13,117	14,945	28,062
Total Canadian.....	18,909	2,028,412	1,941,190	1,643,344	88,308	225,010	292,243	143,893	1,438,572	4,040,659	3,760,313	7,800,972
United States Vessels.												
Sault Ste. Marie.....	1,992	50,790	48,691	52,215	156,365	2,584,338	4,492,448	172,274	36,921	2,859,617	4,731,425	7,594,042
Welland.....	1,104	26,851	18,969	213,907	2,146	17,518	10,512	1,378	543,807	259,654	575,434	835,088
St. Lawrence.....	1,610	11,967	5,259	326,897	19,603			10,485	595,916	349,349	620,758	970,107
Chambly.....	1,726			87,120				8,753	90,200	87,120	90,200	177,320
Ottawa.....	523	6,299			19,446					15,052	19,446	34,498
Rideau.....	8	1,658								1,658		3,316
St. Peter's.....	4	273						63		273		546
Trent Valley.....	9	37						4	22	100	37	137
Murray.....	15			553	177	388	2			945	201	1,146
St. Andrews.....												
Total United States.....	6,791	97,875	74,867	680,692	197,737	2,602,244	4,502,962	192,957	1,266,866	3,573,768	6,042,432	9,616,200
Grand total Canadian and United States.....	25,700	2,126,287	2,016,057	2,324,036	286,045	2,827,254	4,795,205	336,850	2,705,438	7,614,427	9,802,745	17,417,172

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TABLE 3. Statement showing the Number, Tonnage, and Nationality of Vessels passed through the several Canals during the Season of Navigation in 1918—*Continued.*

Vessels	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total tons.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
SAULT STE. MARIE CANAL.												
Canadian Vessels, Steam	2,786	773,823	654,737	220,470	82,753	215,882	290,555	137,249	10,041	1,347,424	1,038,106	2,385,530
" " " " " " " " " " " "	281	21,986	24,538		2,375			2,671		24,657	26,913	50,970
Total, Canadian	3,067	795,809	679,275	220,470	85,128	215,882	290,555	139,920	10,041	1,371,481	1,065,019	2,436,500
United States Vessels, Steam	1,976	50,065	48,253	52,215	154,661	2,584,338	4,492,448	170,502	36,921	2,857,210	4,732,283	7,589,493
" " " " " " " " " " " "	16	635	438		1,701			1,712		2,407	2,142	4,549
Total, United States	1,992	50,700	48,691	52,215	156,365	2,584,338	4,492,448	172,274	36,921	2,859,617	4,734,425	7,594,042
Grand total, Sault Ste Marie Canal	5,059	846,509	727,966	272,685	241,493	2,800,220	4,783,023	311,594	46,962	4,231,098	5,799,444	10,630,542
WELLAND CANAL.												
Canadian Vessels, Steam	1,726	186,026	199,321	584,217	376	7,088	1,668		545,187	777,331	746,752	1,524,083
" " " " " " " " " " " "	362	54,166	47,621	57,743		2,040			74,648	113,949	122,269	236,218
Total, Canadian	2,088	240,192	247,442	641,960	376	9,128	1,668		619,835	891,280	869,021	1,760,301
United States Vessels, Steam	970	6,794	4,413	206,379	1,525	16,371	8,838	1,378	513,160	230,922	527,936	758,858
" " " " " " " " " " " "	134	29,057	14,556	7,528	621	1,147	1,674		30,647	28,732	47,498	76,230
Total, United States	1,104	26,851	18,969	213,907	2,146	17,518	10,512	1,378	543,807	259,654	575,434	835,088
Grand total, Welland Canal	3,192	267,043	266,411	855,867	2,522	26,646	12,180	4,378	1,163,642	1,150,934	1,444,455	2,595,389
ST. LAWRENCE CANALS.												
Canadian Vessels, Steam	3,430	355,264	367,462	646,392					663,769	1,001,656	1,031,231	2,032,887
" " " " " " " " " " " "	2,257	280,867	283,784	113,755	295			1,004	127,346	395,606	411,425	807,031
Total, Canadian	5,687	636,131	651,246	760,127	295			1,004	791,115	1,397,262	1,442,656	2,839,918

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United States Vessels, Steam	1,122	4,013	4,332	304,430							570,849	308,443	575,181	883,624
" " Sail	488	7,954	907	22,467	19,603					10,485	25,067	40,906	45,577	86,483
Total, United States	1,610	11,967	5,239	326,897	19,603					10,485	595,916	349,349	620,758	970,107
Grand total, St. Lawrence Canals	7,297	648,098	656,485	1,087,024	19,898					11,489	1,387,031	1,746,611	2,063,414	3,810,025
CHAMBLEY CANAL.														
Canadian Vessels, Steam	146	19,859	19,846								27	19,859	19,873	39,732
" " Sail	425	6,149	6,914	16,889							16,718	23,038	23,632	46,670
Total, Canadian	571	26,008	26,760	16,889							16,745	42,897	43,505	86,402
United States Vessels, Steam											90,200	87,120	90,200	177,320
" " Sail	1,726			87,120										
Total, United States	1,726			87,120							90,200	87,120	90,200	177,320
Grand total, Chambly Canal	2,297	26,008	26,760	104,009							106,945	130,017	133,705	263,722
OTTAWA CANALS.														
Canadian Vessels, Steam	572	54,424	58,742	112								55,208	59,638	114,84
" " Sail	593	51,098	48,803		896					672		53,990	50,156	104,146
Total, Canadian	1,165	105,522	107,545	112	2,240					3,564		109,198	109,794	218,992
United States Vessels, Steam														
" " Sail	323	6,299										15,052	19,446	34,498
Total, United States	323	6,299								8,753		15,052	19,446	34,498
Grand total, Ottawa Canals	1,488	111,821	107,545	112	21,695					12,317		124,250	129,240	253,490
RIDEAU CANAL.														
Canadian Vessels, Steam	1,031	30,161	33,831									30,161	33,831	63,992
" " Sail	125	5,512	5,963									5,512	5,983	11,495
Total, Canadian	1,156	35,673	39,814									35,673	39,814	75,487
United States Vessels, Steam														
" " Sail	8	1,658	1,658									1,658	1,658	3,316
Total, United States Vessels	8	1,658	1,658									1,658	1,658	3,316
Grand total, Rideau Canal	1,164	37,331	41,472									37,331	41,472	78,803

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TABLE 3. Statement showing the Number, Tonnage, and Nationality of Vessels passed through the several Canals during the Season of Navigation in 1918.

Vessels	Total Number	From Canadian to Canadian Ports		From Canadian to United States Ports		From United States to United States Ports		From United States to Canadian Ports		Tons.		Total tons.	
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
ST. PETER'S CANAL.													
Canadian Vessels, Steam	232	10,601	9,470							10,601	9,470	20,071	
" " Sail	835	25,169	23,501							25,169	23,501	48,670	
Total, Canadian	1,067	35,770	32,971							35,770	32,971	68,741	
United States Vessels, Steam	4	273	273							273	273	546	
" " Sail	4	273	273							273	273	546	
Total, United States Vessels	8	546	546							546	546	1,092	
Grand total, St. Peter's Canal	1,075	36,043	33,241							36,043	33,241	69,287	
TRENT VALLEY CANAL.													
Canadian Vessels, Steam	2,711	61,187	61,517							61,187	61,517	122,704	
" " Sail	829	24,226	25,066							24,226	25,066	49,292	
Total, Canadian	3,540	85,413	86,583							85,413	86,583	171,996	
United States Vessels, Steam	9	37	37					63		100	37	137	
" " Sail	9	37	37					63		100	37	137	
Total, United States	18	74	74					126		200	74	274	
Grand total, Trent Valley Canal	3,558	85,450	86,620					126		200	111	172,133	
MURRAY CANAL.													
Canadian Vessels, Steam	342	37,354	37,459		260					40,146	38,555	78,701	
" " Sail	96	17,423	27,450		999					18,422	17,450	35,872	
Total, Canadian	438	54,777	64,909		1,259					58,568	56,005	114,573	

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United States Vessels, Steam.....	15				553	177	388	2	4	22	9 45	201	1,146
" Sail.....													
Total, United States.....	15				553	177	388	2	4	22	945	201	1,146
Grand total, Murray Canal.....	453	54,777	54,909		4,339	437	388	2	9	858	59,513	56,206	115,719
ST. ANDREWS CANAL.													
Canadian Vessels, Steam.....	99	9,290	9,171								9,290	9,171	18,461
" Sail.....	31	3,827	5,774								3,827	5,774	9,601
Total, Canadian.....	130	13,117	14,945								13,117	14,945	28,062
United States Vessels, Steam.....													
" Sail.....													
Total, United States.....													
Grand total, St. Andrews Canal...	130	13,117	14,945								13,117	14,945	28,062

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TABLE 4.—Comparative Statement of all the Canals, for the years ending December 31, for 1917 and 1918.

Articles.	1917.	1918.	Increase.	Decrease.
CLASS No. 1.	Tons.	Tons.	Tons.	Tons.
Canadian Vessels, Steam	8,069,255	6,401,007		1,668,248
" " Sail	1,762,439	1,399,965		362,474
United States Vessels, Steam	9,931,251	9,202,963		731,288
" " Sail	325,521	413,237	87,716	
Total Class No. 1	20,091,466	17,417,172	87,716	2,762,010
CLASS No. 2.	No.	No.	No.	No.
Passengers	244,819	212,151		32,668
CLASS No. 3.	Tons.	Tons.	Tons.	Tons.
Barley	137,518	115,620	8,102	
Buckwheat	16	4		12
Corn	15,658	3,626		12,032
Oats	398,376	231,240		167,136
Rye	5,789	27,805	22,016	
Flax	35,232	54,788	19,556	
Peas	112	67		45
Wheat	2,815,253	1,330,740		1,484,513
Flour	356,428	319,733		36,695
Hay	23,628	32,682	9,054	
Other Mill Products	32,872	5,525		27,347
Fruit and vegetables	3,449	3,578	129	
Potatoes	3,361	4,209	848	
Live stock	1,249	1,167		82
Poultry, game and fish	2,451	3,224	773	
Dressed meats	128	8,854	8,726	
Other packing house products	688	327		361
Hides and leather	107	41		66
Wool	115	1,293	1,178	
All other animal products	8,701	7,608		1,093
Total Class 3	3,841,131	2,182,131	70,382	1,729,382
CLASS No. 4	Tons.	Tons.	Tons.	Tons.
Agricultural implements	22,160	1,296		20,864
Cement, bricks and lime	25,107	1,869		20,238
Household goods and furniture	5,879	1,807		4,072
Iron—pig and bloom	7,166	7,991	525	
Iron and steel, all other	11,555	61,606	17,051	
Petroleum and other oils	200,857	251,105	50,248	
Sugar	6,831	16,904	10,070	
Salt	21,915	26,315	4,400	
Wines, liquors and beers	1,118	1,881		2,564
Merchandise not enumerated	473,937	476,693		17,244
Total Class 4	813,158	800,170	82,291	91,982
CLASS No. 5	Tons.	Tons.	Tons.	Tons.
Pulpwood	692,737	510,868		181,869
Sawed lumber	108,846	376,315		32,531
Square timber	5,273	1,731		3,542
Shingles	1,994	3,408	1,414	
Other woods	61,552	18,334		13,218
Total, Class 5	1,170,402	910,656	1,414	231,160

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Articles.	1917.	1918.	Increase.	Decrease.
Class No. 6.	Tons.	Tons.	Tons.	Tons.
Hard coal.....	832,924	593,411		239,513
Soft coal.....	3,887,353	3,870,350		17,003
Coke.....	4,907	4,500		407
Copper ore.....	8,644	22,107	13,463	
Iron ore.....	11,140,499	10,102,495		1,038,004
Other ore.....	27,708	14,473		13,235
Sand, etc.....	512,209	353,026		159,183
Total, Class 6.....	16,414,244	14,960,362	13,463	1,467,345
Grand total.....	22,238,935	18,883,619	167,553	3,522,869

Net decrease 3,355,316 tons.

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TABLE 7 (No. 1)—General Statement showing the Quantity of each Article Transported on the Sault Ste. Marie Canal during the Season of Navigation in 1917.

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.		Up. to Down.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canada.	U. S.
Agricultural implements	250								250		250	250	
Barley		53,927							1,560	84,472	86,032	53,927	32,105
Cement, bricks, etc.	431	5							431	5	436	436	
Coal, hard	5				49,550		29,270		78,825	3,200	82,025		82,025
" soft	3,271				252,156		608,394		864,024		864,024	5	864,016
Coke							4,500				4,500		4,500
Flax		18,000					20,591			45,641	45,641	25,050	20,591
Flour		115,053					171,200			286,253	286,253	115,053	171,200
Fruits and vegetables.		126								126	126		
Hay	55								55		55	55	
Iron, pig and bloom	3,055				2,294				3,055		3,055	3,055	
Iron and steel, all other.	3,307	210							5,601	210	5,811	2,957	2,854
Merchandise	189,269	4,947			13,973		2,523		205,765	15,669	221,434	201,639	19,775
Oats		83,710					8,615	2,499		94,854	94,854	83,740	11,414
Other Mill Products	476						740		732	740	2,013	1,273	740
Woods	5,629	740	236						12,461	10,880	23,341	16,509	6,832
Ore, all other		10,880									22,107		22,107
" Copper					6,832				5,000	10,097	10,102	198,258	9,904,222
" Iron									6,147		6,147	6,147	
Petroleum	6,147										128	128	
Poultry, game and fish		128							17,239	11,940	29,179	17,239	11,940
Pulpwood	8,175		9,064							27,798	27,798	3,052	24,746
Rye		3,052							369	7,944	8,313	1,333	6,980
Sawn lumber	369	47								2,844	2,844		2,844
Shingles													
Square Timber									345		345	75	270
Sugar	75				270				22,505		22,505	5,343	17,162
Salt	5,343				17,162				969,259		969,259	599,017	369,642
Wheat		584,377					306,896				1,287	102	1,185
Wool		102					1,185						
Total Freight	225,857	877,507	9,520	241,094	342,237	10,481,093	651,247	85,156	1,228,861	11,684,850	12,913,711	1,336,861	11,576,850

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TABLE 7 (No. 2)—General Statement showing the Quantity, of each Article Transported on the Welland Canal during the Season of Navigation in 1918.

Articles	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canada.	U.S.
Agricultural implements	600								600		600		
Barley		29,286							29,286		29,286	29,286	
Coal, Hard					1,000	3,015			1,000		1,000		1,000
" soft											1,697		1,401,358
Corn											4,421		1,697
Dressed Meats		4,275									4,275	4,275	4,421
Flax		1,668									15,594		
Flour									14,644		15,594	2,618	
Hay		441							3,490		3,490		12,978
Iron, pig and bloom	1,711								1,711		2,946	2,152	3,490
Iron and steel, all other.	5,612				100				5,612		17,426	5,612	11,814
Merchandise	39,074				375				39,109		50,791	39,110	11,681
Oats		46,847							66,900		66,900	25,856	41,044
Ore, all other					8,923				8,923		8,923		8,923
Petroleum	98,428								158,006		158,006	96,652	61,354
Pulpwood	48,228								121,755		121,755	121,755	
Sawed Lumber					1,460				2,224		2,224		2,224
Sugar	60								60		60	60	
Sand and stone		45,650							121,223		121,223	45,650	75,573
Wheat		159,088			1,035				160,123		162,323	121,981	40,342
Total Freight	95,285	385,684			9,923	5,985		1,600,709	181,920	1,992,378	2,174,298	495,607	1,678,691

TABLE 7 (No. 3) General Statement showing the Quantity of each Through Article Transported on the Welland Canal during the Season of Navigation in 1918.

Articles	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canada	U.S.
Agricultural implements	600								600		600	600	
Barley		29,286								29,286	29,286	29,286	1,000
Coal, hard					1,000	3,015			1,000		1,000		1,382,561
Do, soft													1,697
Corn													4,421
Dressed meats		1,575											4,275
Flax		1,668											15,594
Flour													4,275
Hay									950				2,618
Iron, pig and bloom	1,711	441							3,400		3,400		12,976
Iron and steel, all other	5,612								1,711		2,946		3,400
Merchandise	39,074				100				1,235		2,946		2,152
Oats									11,814		17,426		5,612
Ore, all other					375				39,109		50,790		11,681
Petroleum									66,900		66,900		25,856
Pulpwood		89,554			8,923				8,923		8,923		8,923
Sawed lumber									149,132		149,132		87,778
Sugar									73,527		73,527		73,527
Sand and stone									2,224		2,224		2,224
Wheat									60		60		60
Total Freight	47,057	331,159			9,923	5,985			2,200	160,123	162,323	121,981	40,342
									133,692	1,843,483	1,977,175	392,854	1,584,321

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TABLE 7 (No. 4)—General Statement showing the Quantity of each Article Way Transported on the Welland Canal during the Season of Navigation in 1918.

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.		Tons.		Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Canadian.	U.S.
Coal, soft.....											18,797			18,797
Merchandise.....											1			1
Petroleum.....		8,874								8,874			8,874	
Pulpwood.....	48,228								48,228				48,228	
Sand and stone.....		45,650								121,223			45,650	75,573
Total Freight.....	48,228	54,525							48,228		148,895		102,753	94,370

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TABLE 7. No. 5 General Statement showing the Quantity of each Article Transported on the St. Lawrence Canals during the Season of Navigation in 1918.

Articles	From Canadian Canals Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
Agricultural implements	77	2							77	2		77	
All other animal	841	2,352							841	2,352		3,193	
Barley	2	30,132							2	30,132		30,134	
Buckwheat	2	647							2	647		2,163	795
Cement, bricks, etc.	1,781	265			530				3,393	422,495		425,888	425,673
Coal, hard	1,298	1,580			308				1,606	1,547,502		1,549,108	1,546,230
soft	34	837							34	1,693		1,727	1,693
Corn	2								2	4,421		4,423	2
Dressed meats										4,421		4,871	1,421
Flax	931	4,871							1,881	13,961		15,842	10,728
Flour	243	3,423							243	423		666	
Fruits and vegetables	6,301	2,411							6,301	3,073		9,374	1,278
Hides and leather	3	2							3	2		5	
Household goods	545	660							545	660		1,205	
Iron, pig and bloom.	834	898							834	1,732		1,732	
Iron and steel, all other	3,295	20,069							3,298	32,017		35,315	11,948
Live stock	99	245							99	245		344	
Merchandise	30,938	47,848			2,802				33,740	58,514		92,254	13,459
Oats	205	39,174							205	67,649		67,854	31,525
Other Mill Products.	344	1,658							344	1,058		1,402	
Packing House													
Products	34	26							34	26		60	
Woods	2,967	168							2,967	168		3,165	
Ore, all other	17,891	63,785			487				18,378	67,206		85,584	3,908
Peas	8	4							8	4		12	
Petroleum	7,637	14,682							7,637	77,007		84,644	62,325
Poultry, game, and fish	7	23							10	23		33	
Potatoes	90	213							90	213		303	
Pulpwood	36,339				2,424				298,519			298,519	
Rye	18,162	10,695								1		1	
Sawn lumber	4	100							18,162	77,113		95,275	49
Shingles	335	280							4	100		104	
Square timber	14,434	170							335	280		615	
Sugar	1,061	52							14,434	170		14,624	
Salt	31,201	160,732							1,061	52		1,113	
Wheat									33,401	164,212		197,613	26,162
Wines, liquors and beers	684	388							33,401	164,212		171,451	
Wool	1								684	388		1,072	
Total Freight	183,694	407,728	261,309	66,369	6,551	2,105,483	451,554	2,579,580	3,031,134	890,940	2,140,194		

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TABLE 7 (No. 6)—General Statement showing the Quantity of each Through Article Transported on the St. Lawrence Canals during the Season of Navigation in 1918.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
Agricultural implements	1								1		1		
All other animal...	51	56							57	56	113	113	
Barley		30,132								30,152	30,132	30,132	
Cement, bricks, etc.	757								757		759	759	
Coal, hard	1,875								1,875		411,789		411,789
" soft										1,543,053	1,543,053		1,543,053
Dressed meats		4,421								4,421	4,421		4,421
Flax		4,871								4,871	4,871		4,871
Flour	10	3,013								13,741	14,701	3,973	10,728
Fruits and vegetables	1	164		950					960	164	165	165	
Hay		316						962	1	1,278	1,278		1,278
Household goods	237	494							237	494	731	731	
Iron, pig and bloom	447	442							447	442	889	889	
Iron and steel, all other	1,532	15,783						11,845	1,532	27,728	29,260	17,315	11,945
Live stock		3								3	3		
Merchandise	25,579	42,528						9,324	25,579	51,852	77,431	68,107	9,324
Oats	1	38,979						28,475	1	67,454	67,455	35,930	31,525
Other mill products	140								140		140	140	
" Packing house products													
" Woods		3								3	3		
Petroleum	1,078	14,391						62,325	1,078	70,716	77,794	15,469	62,325
Pulpwood	36,939						2,424		298,519		298,519	298,519	
Sawed lumber								49		49			49
Sugar	13,462	16							13,462	16	13,478	13,478	
Salt	18	4							18	4	22	22	
Wheat	1	158,520		2,200				3,480	2,201	162,000	164,201	138,201	26,162
Wines, liquors, and beers	22	356							22	356	378	378	
Total Freight	82,157	314,494		262,306			2,424	2,080,255	346,887	2,394,749	2,741,636	629,037	2,112,599

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TABLE 7. No. 7. General Statement showing the Quantity of each Way Article Transported on the St. Lawrence Canals during the Season of Navigation in 1918.

Articles	Canadian From to Canadian Ports.		From Canadian to United States Ports.		From United States Ports to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
Agricultural implements.											
All other animal	74	2					74	2	76	76	
Barley	784	2,296					784	2,296	3,080	3,080	
Buckwheat	2	2					2	2	4	2	
Cements, bricks, etc.	1,024	645					1,551	645	2,199	1,404	795
Coal, hard	1,518	265			530		1,518	12,316	4,099	215	13,884
" soft	1,580	1,580			308		1,606	4,439	6,055	2,878	3,177
Corn	34	837					34	1,693	1,727	34	1,693
Dressed meats	2	2					2	2	4	2	
Flour	921	220					921	220	1,141	1,141	
Fruit and vegetables.	242	259					242	259	501	501	
Hay	6,301	1,795					6,301	1,795	8,096	8,096	
Hides and leather	3	2					3	2	5	5	
Household goods	308	166					308	166	474	474	
Iron, pig and bloom	387	456					387	456	843	843	
Iron and steel, all other	1,763	4,286					1,766	4,289	6,055	6,052	3
Livestock	99	242					99	242	341	341	
Merchandise	5,359	5,320			2,802	1,342	8,161	6,662	14,823	10,688	4,135
Oats	204	195					204	195	399	399	
Other Mill products	204	1,058					204	1,058	1,262	1,262	
Packing house											
" products	34	23					34	23	57	57	
" Woods	2,997	168					2,997	168	3,165	3,165	
Ore, all other	17,891	63,785			487	3,421	18,378	67,206	85,584	81,676	3,908
Peas	8	4					8	4	12	12	
Petroleum	6,579	291					6,579	291	6,870	6,870	
Poultry, game and fish	10	23					10	23	33	33	
Potatoes	90	213					90	213	303	303	
Rye	1	1					1	1	2	2	
Sawed lumber	18,162	10,695					18,162	77,064	95,226	95,226	
Shingles	4	100					4	100	104	104	
Square timber	335	280					335	280	615	615	
Sugar	992	154					992	154	1,146	1,146	
Salt	1,043	48					1,043	48	1,091	1,091	
Wheat	31,200	2,212					31,200	2,212	33,412	33,412	
Wines, liquors and beers	662	32					662	32	694	694	
Wood	1	1					1	1	2	2	
Total Freight	100,537	97,655	3	66,369	4,127	20,807	101,667	184,831	289,498	261,903	27,595

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TABLE 7 (No. 8)—General Statement showing the Quantity of each Article Transported on the Chambly Canal during the Season of Navigation in 1918.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From U. States to United States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
Agricultural implements	146	1							146	1	147	147	
Cement, bricks, etc.	232								232		232	232	
Coal, hard	30	4							30	80,205	80,235	34	80,201
Coal, soft	15								15	10,119	10,134	15	10,119
Corn	136								136		136	136	
Dressed meats		2								2		2	
Flour	486	26							486	26	512	512	
Fruits and vegetables	25	1,750							25	1,750	1,775	17,75	
Hay	200	8,245	8,406						9,106	8,245	17,351	17,351	
Household goods	14	7							14	7	21	21	
Iron, pig and bloom	13								13		13	13	
Iron and Steel, all other	217	8							217	8	225	225	
Livestock	2	154							2	154	156	156	
Merchandise	447	562	20,093						20,540	8,777	29,317	21,042	8,275
Outs	6	370							6	370	376	376	
Other mill products	368	292							368	292	660	660	
Other packing-house products	6	1							6	1	7	7	
Other Woods	70	391	560						630	391	1,021	1,021	
Peas	3	7							3	7	10	10	
Petroleum	93								93		93	93	
Poultry, game and fish		2								2		2	
Potatoes	81	40							81	40	121	121	
Pulpwood			42,329						42,329		42,329	42,329	
Sawn lumber	52	26	175,938						175,990	26	176,016	176,016	
Shingles	21								21		21	21	
Sugar	90	5							90	5	95	95	
Salt	116								116		116	116	
Wheat	16								16		16	16	
Wines, liquors and beers	12								12		12	12	
Wool													8,035
Sand										8,035	8,035		
Total freight	2,897	11,833	247,826						250,723	118,463	369,186	262,556	106,630

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TABLE 7 (No. 9) — General Statement showing the Quantity of each Article Transported on the St. Peter's Canal during the Season of Navigation in 1918.

Articles	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
Agricultural implements	1						1		1		
All other animal	60						60		60		
Barley	1						1		1		
Cement, bricks, etc.	98	32					98	32	130		
Coal, hard	6						6		6		
Coal, soft		40,462						40,462	40,462		
Dressed meats	3						3		3		
Flour	630	91					630	91	721		
Fruits and vegetables	678	12					678	12	690		
Hay	117						117		117		
Hides and leather	3						3		3		
Household goods	20	52					20	52	72		
Iron and steel, all other	52	10					52	10	62		
Live stock	10						10		10		
Merchandise	3,200	1,067					3,200	1,067	4,267		
Cats	897	10					897	10	907		
Other mill products	495	107					495	107	602		
Other packing-house products	179	15					179	15	194		
Other woods	48						48		48		
Ore, all other	220						220		220		
Petroleum	215						215		215		
Poultry, game and fish	581	62					581	62	643		
Potatoes	229						229		229		
Sawed lumber	3,462						3,462		3,462		
Shingles	1,419	26					1,419	26	1,445		
Square timber	213	9					213	9	222		
Sugar	5						5		5		
Salt	193	24					193	24	217		
Wines, liquors and beers	1,282	87					1,282	87	1,369		
Wool	32						32		32		
Stone, etc.	1						1		1		
		510						510	510		
Total freight	13,915	45,801					13,915	45,801	59,716		

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TABLE 7 (No. 10)—General Statement showing the Quantity of each Article Transported on the Murray Canal during the Season of Navigation in 1918.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From U. States to United States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
Agricultural implements	1								1		1	1	
Coal, soft			35					799	35	799	834		834
Household goods	5								5		5	5	
Iron and steel, all other	15	439							15	439	454	454	
Merchandise	4,244	3,025							4,244	3,025	7,269	7,269	
Sand and stone	36,105								36,105		36,105	36,105	
Wines, liquors and beers.		67								67	67	67	
Total freight	40,370	3,531	35					799	40,405	4,330	44,735	43,901	834

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TABLE 7 (No. 11) General Statement showing the Quantity of each Article Transported on the Ottawa Canals during the Season of Navigation in 1918.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
Agricultural implements											
All other animal	72	9					72	9	81	81	
Barley	49	2,085					49	2,085	2,134	2,134	
Buckwheat	2						2		2	2	
Cement, bricks, etc.	679	62					679	62	741	741	
Coal, hard	616				277		893		893		893
Coal, soft	1,279				1,825		3,104		3,104		2,442
Corn	30	1					30	1	31	31	
Dressed meats	1	1					1	1	2	2	
Flour	523	101					523	101	624	624	
Fruits and vegetables	136	122					136	122	258	258	
Hay	19	1,573					19	1,573	1,592	1,592	
Hides and leather	15	15					15	15	15	15	
Household goods	230	106					230	106	336	336	
Iron, pig and bloom	142	38					142	38	180	180	
Iron and steel, all other	1,115	147					1,115	147	1,262	1,262	
Live stock	63	295					63	295	358	358	
Merchandise	4,830	4,135			4,135		8,965	4,135	13,150	9,015	4,135
Oars	198	37					198	37	235	235	
Other mill products	150	537					150	537	687	687	
Other packing house products	32	5					32	5	37	37	
Other woods	10	2,755					10	2,755	2,765	2,765	
Peas	16	16					16	16	16	16	
Petroleum	579	381					579	381	960	960	
Poultry, game and fish	21	25					21	25	46	46	
Potatoes	30	248					39	248	287	287	
Sawed lumber	585	17,431					585	80,375	80,960	80,960	
Shingles	4	115					4	115	119	119	
Square timber	154	542						696	696	696	
Sugar	898	87					898	87	985	985	
Salt	839	6					839	6	845	845	
Wheat	102	21					102	21	123	123	
Wines, liquors and beers	470	38					470	38	508	508	
Wood		1						1	1	1	
Sand and stone		53,135						53,135	53,135	53,135	
Total freight	13,715	83,732			6,237		19,952	147,218	167,170	159,700	7,470

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TABLE 7 (No. 12)—General Statement showing the Quantity of each Article Transported on the Rideau Canal during the Season of Navigation in 1918.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From U. States to United States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
Agricultural implements													
All other animal													
Barley	41	60							41	60	101	101	
Cement, bricks, etc.	192	1,998							192	1,998	2,190	2,190	
Coal, hard	181	132							181	132	313	313	
Coal, soft	1	1,336								3,230	3,230	64	3,166
Corn	1	130								437	438	131	307
Floor	5	35								35	35	35	
Fruits and vegetables	137	15							5	137	142	142	
Hay	15	18							15	18	33	33	
Hides and Leather	620	12							620	12	632	632	
Household goods	71	47							71	47	118	118	
Iron, pig and bloom	46	9							46	9	55	55	
Iron and steel, all other	957	72							957	92	1,049	1,049	
Live stock	20	39							20	39	59	59	
Merchandise	3,857	2,230							3,857	2,230	6,087	6,087	
Oats		5								5	5	5	
Other mill products		140								140	140	140	
Other packing house products	28	1							28	1	29	29	
Other woods	353	80							353	80	433	433	
Ore, all other													
Petroleum	233	329							233	329	562	562	
Poultry, game and fish	4								4		4	4	
Potatoes	3	7							3	7	10	10	
Pulpwood		740								740	740	740	
Sand and stone	24,571	5,800							24,571	5,800	30,371	30,371	
Sawed lumber	892	5,118							892	5,118	6,010	6,010	
Shingles	31	2							31	2	33	33	
Square timber	160	2							160	2	162	162	
Sugar	460	107							460	107	567	567	
Salt	316	49							316	49	365	365	
Wheat		5								5	5	5	
Wines, liquors and beers	171	20							171	20	191	191	
Wool		1								1	1	1	
Total Freight	33,228	18,707							33,228	20,908	54,136	50,663	3,473

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TABLE 7 (No. 13)—General Statement showing the Quantity of each Article Transported on the Trent Valley Canal during the Season of Navigation of 1918.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From U. States to United States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
Agricultural implements	33	5							33	5	38		38
All other animal	31	31							31	31	62		62
Barley	152								152		152		152
Cement, bricks, etc.	32	27							32	27	59		59
Coal, hard	134								134		134		134
Coal, soft	207	684							207	684	891		891
Dressed meats	3								3		3		3
Flax													
Flour	45								45		45		45
Fruits and vegetables	30								30		30		30
Hay	21	50							21	50	71		71
Household goods	34	11							34	11	45		45
Iron, pig and bloom	9	1							9	1	10		10
Iron and steel, all other	2								2		2		2
Live stock	190	39							190	39	229		229
Merchandise	1,106	969							1,106	969	2,075		2,075
Oats	109								109		109		109
Other mill products	19	2							19	2	21		21
Other woods	12,563	23,214							12,563	23,214	35,777		35,777
Ore, iron	15								15		15		15
Peas	30								30		30		30
Petroleum	27	3							27	3	30		30
Potatoes	22	4							22	4	26		26
Pulpwood	30	18,316							30	18,316	18,346		18,346
Rye	6								6		6		6
Sand	57								57		57		57
Sawn lumber	453	4,473							453	4,473	4,926		4,926
Shingles	46	19							46	19	65		65
Square timber	21	232							21	232	253		253
Sugar	11								11		11		11
Salt	2								2		2		2
Wheat	1,401								1,401		1,401		1,401
Wines, liquors and beers	1	1							1	1	2		2
Wool	1								1		1		1
Total Freight	16,757	48,096							16,757	48,096	64,853		64,853

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TABLE 7 (No. 14)—General Statement showing the Quantity of each Article Transported on the St. Andrews Canal during the Season of Navigation in 1918.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From U. States to United States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
Household goods	7								7		7	7	
Live stock											7	7	
Merchandise	40								40		47	47	
Other woods	3,433								3,433		3,433	3,433	
Sawed lumber	1,146								1,146		1,146	1,146	
Total Freight	4,626	14							4,626	14	4,640	4,640	



RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30

1918

(From sworn Returns furnished by the several Railway Companies)

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA

J. DE LABROQUERIE TACHÉ

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

[No. 206—1918.]

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

MAY IT PLEASE YOUR EXCELLENCY:

The undersigned has the honour to present to Your Excellency the Annual Report of the Comptroller of Statistics for the year ended June 30, 1918.

J. D. REID,
Minister of Railways and Canals.

To the Honourable J. D. REID,

Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the railway interests of Canada for the year ended June 30, 1918.

I have the honour to be, sir,

Your obedient servant,

G. A. BELL,

Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS,

OTTAWA, February 8, 1919.

G. A. BELL, Esq., C.M.G.,
Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith Railway Statistics for the year ended June 30, 1918.

The reports of the various railways reveal increases in gross earnings, as the result of a higher volume of traffic than in 1917, with material decreases in net earnings arising out of swollen operating expenses. The facts in these regards are disclosed in the tables forming the body of this report.

ABRIDGED REPORT.

Because of war conditions last year, and the need for special economy, it was deemed expedient to very considerably reduce the matter making up Railway Statistics. That policy has been continued with respect to the 1918 report.

ELECTRIC RAILWAYS.

Statistical information with regard to the electric railway interests of Canada will be found in both these introductory pages and the tables constituting the body of the report.

RAILWAY MILEAGE.

274·32 miles were added to the railway mileage of the Dominion in 1918, bringing up the total to 38,878·52. The additional mileage was located chiefly in the western provinces.

The factors of mileage as used in certain calculations which follow is not constant. It varies for the purpose of reckoning capitalization per mile and operating results per mile. In the latter instances, for example, regard must be had for trackage rights and the average mileage in actual operation during the year.

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The history of operating railway mileage in Canada, less trackage rights, is here brought down to the year 1918:—

Year.	Miles in Operation.	Year.	Miles in Operation.
1835	0	1868	2,270
1836	16	1873	3,832
1846	16	1878	6,226
1847	54	1883	9,577
1850	66	1888	12,163
1851	159	1893	15,005
1852	265	1898	16,870
1853	506	1903	18,988
1854	764	1908	22,966
1855	877	1914	30,795
1856	1,414	1915	35,578
1858	1,833	1916	37,431
1859	1,094	1917	38,691
1860	2,065	1918	38,879
1865	2,240		

The following statement shows the growth of railway mileage in the various provinces since 1907:—

Provinces.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.	1917.	1918.
Ontario	7,638	7,933	8,229	9,230	8,322	8,546	9,000	9,255	10,702	11,320	11,049	11,057
Quebec	3,516	3,574	3,663	3,795	3,882	3,883	3,986	4,043	4,677	4,733	4,734	4,791
Manitoba	3,074	3,111	3,205	3,221	3,446	3,520	3,993	4,076	4,498	4,310	4,194	4,168
Saskatchewan	2,025	2,081	2,631	2,932	3,121	3,754	4,651	5,089	5,327	5,378	6,124	6,162
Alberta	1,323	1,323	1,321	1,488	1,494	1,897	2,212	2,545	3,174	3,894	4,444	4,273
British Columbia	1,686	1,733	1,796	1,832	1,842	1,855	1,951	1,978	3,100	3,604	3,885	4,247
New Brunswick	1,502	1,509	1,517	1,522	1,548	1,545	1,545	1,839	1,962	1,957	1,959	1,959
Nova Scotia	1,329	1,344	1,351	1,351	1,354	1,357	1,359	1,365	1,367	1,436	1,422	1,428
Prince Edward Island	267	267	269	269	269	269	279	279	275	275	278	279
Yukon	91	91	91	91	102	102	102	102	102	102	102	102
In United States							225	224	398	426	413	413

The addition to second track in 1918 amounted to 5.66 miles, bringing up the total to 2,680.57.

There was an increase of 70.20 in yard track and sidings, making the total 9,291.35.

The totals of second track and yard track and sidings since 1907 are as follows:—

	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.	1917.	1918.
Double track	1,967	1,211	1,461	1,543	1,610	1,752	1,981	2,293	2,451	2,489	2,675	2,681
Yard track and sidings	4,092	4,546	4,764	5,155	5,550	6,149	6,935	7,518	7,852	8,396	9,224	9,291

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All tracks combined:—

Year.	Miles.	Increase.
1907.....	27,567	
1908.....	29,068	1,101
1909.....	30,329	1,261
1910.....	31,429	1,100
1911.....	32,559	1,130
1912.....	34,629	2,070
1913.....	38,223	3,594
1914.....	40,605	2,382
1915.....	45,885	5,280
1916.....	48,319	2,434
1917.....	50,593	2,184
1918.....	50,853	350

Table 1 will afford information in detail with respect to railway mileage.

RAILWAY CAPITAL.

There was an increase in the capitalization of railways in 1918 of \$14,760,403. This increment represented an addition of \$4,770,620 to stocks and \$9,989,883 to funded debt.

Distribution of capitalization:—

Stocks.....	\$ 877,609,613
Consolidated debenture stock (C.P.R.).....	216,284,882
Funded debt.....	905,994,999
Total.....	1,999,889,494

Distribution of funded debt:—

Bonds.....	\$ 825,410,999
Miscellaneous obligations.....	26,010,000
Income bonds.....	25,275,000
Equipment trust obligations.....	29,299,000
Total.....	905,994,999

STOCKS.

—	1915.	1916.	1917.	1918.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dividend-paying.....	491,538,059 00	420,697,257 00	364,376,024 00	364,376,024 00
Non-dividend.....	356,263,042 00	427,572,186 00	508,453,969 00	513,224,589 00
Amount of dividends.....	32,341,337 00	32,277,874 00	30,092,701 00	30,163,982 00
Per cent. on dividend-paying.....	6 58	7 68	8 26	8 26
Per cent. on all stocks.....	3 81	3 81	3 45	3 43
Per mile, all stocks.....	27,358 00	25,950 00	25,400 00	25,811 00

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FUNDED DEBT.

	1915.	1916.	1917.	1918.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Outstanding for this purpose.....	851,724,905 00	869,323,449 00	895,492,856 00	905,994,999 00
Per mile of line affected	28,129 00	27,282 00	26,892 00	26,995 00

CONSOLIDATED DEBENTURE STOCK.

	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Amount outstanding (C.P.R.)	176,284,882 00	176,284,882 00	216,284,882 00	216,284,882 00
Interest	7,008,942 00	7,051,395 00	7,051,395 00	7,051,395 00
Per mile of line affected	13,746 00	14,239 00	19,101 00	18,451 00

The factor of mileage used in the foregoing calculations for stocks was 34,023, for funded debt 33,561, and for consolidated debenture stock 11,722.

It must be borne in mind that railways owned and operated by Government have neither stocks nor bonds outstanding. In other cases, there may be stocks and no bonds. Railways under construction are omitted.

The cost, including equipment, of government owned and operated lines, for which no capitalization is given in foregoing statements, is shown in the following table:—

	Miles.	Capital Cost.	Cost per Mile.
		\$	\$
Intercolonial	1,553	141,636,812	91,202
National Transcontinental	2,003	164,488,237	82,241
Prince Edward Island	278	11,501,180	42,810
Temiskaming and Northern Ontario	329	21,445,015	63,363
New Brunswick Coal and Railway	58	1,936,600	32,217
Totals	4,221	341,157,874	

The following tabular statement shows the record of railway capitalization, by periods, since 1876:—

Year.	Stocks.	Debenture Stock.	Funded Debt.	Total.
	\$	\$	\$	\$
1876	186,955,657	.....	76,079,531	257,035,188
1881	199,527,981	.....	84,891,313	284,418,293
1886	317,141,948	.....	169,359,306	486,501,254
1891	338,769,786	.....	292,291,654	632,061,440
1896	361,075,340	.....	336,137,691	697,212,941
1901	424,414,314	.....	391,696,523	816,110,837
1907	588,563,591	.....	583,369,217	1,171,932,808
1913	755,316,516	163,257,224	613,256,952	1,531,830,692
1914	853,119,653	173,397,470	782,402,638	1,808,829,761
1915	847,891,191	176,284,882	851,724,905	1,875,810,888
1916	818,299,488	176,284,882	869,323,449	1,893,877,819
1917	872,829,993	216,284,882	896,065,116	1,985,119,991
1918	877,990,613	216,284,882	905,994,999	1,999,880,494

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The relationship of dividends and net earnings to share capital during the past twelve years is shown in the following table:—

Year.	Debenture Stock.	Interest on Debenture Stock.	Stocks.	Dividends on Stocks.	Per cent on Stocks, all Stocks.	Net Earnings.	Stocks and Debenture Stock.	Per cent. on Dividend Paying Stocks.
	\$	\$	\$	\$	\$	\$	\$	
1907...			588,568,591	12,760,435	2.17	42,989,537	588,568,591	7.30
1908...			607,891,349	12,955,213	2.11	39,614,171	607,891,349	6.51
1909...			647,534,647	19,230,126	2.37	40,456,252	647,534,647	6.24
1910...			687,557,387	21,747,914	3.16	53,550,777	687,557,387	7.78
1911...			749,207,687	30,577,740	4.08	57,698,709	749,207,687	7.70
1912...			770,459,301	31,164,791	4.04	68,677,213	770,459,351	8.91
1913...	163,257,224	6,337,188	755,316,516	27,333,373	3.72	74,671,160	918,573,740	8.13
1914...	173,307,476	6,805,320	853,110,653	30,434,601	3.56	64,108,280	1,026,418,123	6.25
1915...	176,284,882	7,008,942	847,801,101	32,341,337	3.81	52,111,973	1,024,085,983	5.09
1916...	176,284,882	7,051,395	848,269,488	32,277,874	3.81	81,346,395	1,024,554,325	7.94
1917...	216,284,882	7,051,395	872,829,993	30,092,701	3.45	87,880,842	1,089,114,875	8.26
1918...	216,284,882	7,051,395	877,600,613	30,103,982	3.43	56,264,714	1,093,885,495	8.26

Net earnings in the foregoing statement are the difference between gross receipts and operating expenses. Net operating earnings, after deductions had been made for fixed charges and so on, will be found in Table 9 under the head of Income Account.

AID TO RAILWAYS.

Payments by the Dominion on subsidy account aggregated \$720,404.75 in 1918. The situation as respects the provinces and municipalities was unchanged.

During the year loans of \$25,000,000 were made to the Canadian Northern Railway, and of \$7,500,000 to the Grand Trunk Pacific Railway, by the Dominion.

Table 5 affords information in detail with regard to aid given to railways.

The full account in relation to aid stood, on June 30, 1918, as follows:—

Year.	Dominion.	Provinces.	Municipalities.
	\$ cts.	\$ cts.	\$ cts.
1876	*18,564,352 37	4,203,240 43	5,384,005 70
1882	37,371,208 33	17,044,628 91	9,080,944 63
1888	c90,644,574 40	23,342,758 82	11,625,050 4
1894	102,087,290 06	29,368,697 75	14,374,610 99
1900	107,760,795 70	31,310,170 06	16,173,393 45
1906	118,473,316 04	43,278,022 12	17,576,538 15
1912	c154,075,235 09	35,945,515 16	18,051,323 60
1913	163,251,469 42	36,500,015 16	18,078,673 60
1914	178,834,528 74	37,023,275 16	f17,914,836 40
1915	183,479,192 91	37,437,895 16	17,914,836 40
1916	184,719,627 88	37,437,895 16	17,914,836 40
1917	185,493,913 56	37,437,895 16	17,914,836 40
1918	218,714,318 37	37,437,895 16	17,914,836 40

* Included loan \$2,311,666.67 to Northern Railway; not reported after this year.

c Eastern extension \$1,281,495.76, now included in I. C. Railway.

e This amount includes payments of \$6,263,715.86 to Grand Trunk Pacific under the Implement clause of the agreement between Government and the Company.

f This reduction is due to the repayment of a loan.

Included with the aid to the C.P.R. is the sum of \$37,785,319.54 for lines built by Government and handed over to the Company. In that total is \$6,639,581 for surveys.

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Following is an analysis of the cash subsidies paid by the various provinces since 1875:—

Year.	Ontario.	Quebec.	Nova Scotia	New Brunswick.	British Columbia.	Manitoba.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1875							
1881	3,183,037 02	1,578,443 27	823,330 00	2,754,000 00			8,338,810 29
1887	5,984,007 52	3,276,071 81	1,653,903 68	3,856,165 00		386,250 00	16,674,174 01
1893	6,391,932 74	7,864,561 83	2,121,944 55	4,425,281 81	37,500 00	2,623,286 77	23,464,507 70
1899	7,281,129 63	11,206,833 10	2,204,847 10	4,506,040 71	37,500 00	2,703,061 77	28,039,412 31
1905	8,562,504 47	12,259,285 66	3,191,193 75	4,580,934 71	37,500 00	2,872,887 02	32,804,304 61
1911	9,204,616 04	12,333,196 52	6,384,299 75	4,907,186 71	798,269 00	2,878,887 02	36,506,695 04
1915	9,669,236 04	12,333,196 52	6,987,849 75	4,907,186 71	1,284,572 00	2,878,887 02	37,437,895 16

Additions were not made in succeeding years.

The cash aid given by municipalities is shown, by provinces, in the following table:—

Year.	Ontario.	Quebec.	Nova Scotia.	New Brunswick.	British Columbia.	Manitoba.	North-west Territories.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1875	3,774,620 13	513,000 00		127,500 00				4,415,120 13
1881	5,988,300 01	1,861,144 62	250,000 00	293,500 00				8,305,944 63
1887	8,055,305 81	2,389,986 62	250,000 00	296,500 00	37,500 00	180,600 00		11,500,892 43
1893	10,289,453 37	2,840,718 62	277,685 00	336,500 00	37,500 00	190,600 00		14,272,456 99
1899	11,971,164 37	2,865,718 62	281,685 00	336,500 00	37,500 00	190,000 00	22,261 29	16,005,429 28
1905	12,930,290 81	3,126,036 68	471,898 10	341,500 00	37,500 00	190,600 00	22,261 29	17,429,085 65
1911	13,361,075 63	3,137,536 68	481,898 10	341,500 00	207,952 00	190,600 00	22,261 29	18,042,823 60
1912	13,361,075 63	3,137,536 68	481,898 10	341,500 00	216,452 50	190,600 00	22,261 29	18,051,323 60
1913	13,361,075 63	3,158,436 68	481,898 10	341,500 00	223,292 50	190,600 00	22,261 29	18,078,673 60
1914	13,361,075 63	3,180,501 38	481,898 10	341,500 00	37,500 00	190,600 00	22,261 29	17,944,836 40

In succeeding years additions were not made.

Following is an analysis of the various forms in which cash aid has been given to railways by the Dominion, by the provinces, and by municipalities:—

Dominion.

Cash subsidies	\$ 441,428,695 38
Loans	58,076,533 33
Cost of lines handed over to C.P.R.	37,785,319 97
Paid to Quebec Government	5,160,053 83
Implement clause, G.T.P., agreement	6,263,715 86
Total	\$ 218,714,318 37

The purchase of Grand Trunk Pacific bonds aggregating \$33,116,000 by the Government, could not properly be classified as cash aid. It is therefore omitted from this account, and appears in a later paragraph, among guarantees authorized.

The Dominion Government has also constructed and now operates, the Eastern Division of the National Trans-continental railway, on which an expenditure of \$164,488,237 had taken place up to March 31, 1918.

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PROVINCES.

Cash Subsidies.....	\$ 29,940,865 16
Loans.....	7,197,039 00
Subscriptions to shares.....	300,000 00
Total.....	\$ 37,437,895 16

NOTE—\$4,447,000 was transferred from Subsidy to Loan Account.

MUNICIPALITIES.

Cash subsidies	\$ 12,670,837 78
Loans.....	2,404,498 62
Subscriptions to shares.....	2,839,500 00
Total.....	\$ 17,914,836 40

NOTE—A loan of \$186,202.50 cancelled in 1914.

LAND GRANTS.

Following have been the land grants to railways:—

	Acres.
By the Dominion.....	31,864,974
By the province of Quebec.....	1,681,690
By the province of British Columbia.....	8,119,221
By the province of New Brunswick.....	1,647,772
By the province of Nova Scotia.....	160,000
By the province of Ontario.....	624,232
Total.....	44,096,989

* See explanatory paragraph.

In the case of the province of Quebec the land grants have been on a special basis, and it is therefore necessary to have in mind the following facts:—

Acres granted—convertible.....	13,324,950
Converted, at 52½ cents per acre.....	\$ 6,995,599
Amount of conversion.....	\$ 4,557,728
Acres granted—not convertible.....	10,360,934
Acres earned—not convertible.....	1,681,690

The facts with respect to grants of lands by the Dominion, as revised by the Railway Lands Branch of the Department of the Interior, are as follows:—

Name of Company.	Area earned Acres.
Alberta Railway and Irrigation Co., (formerly North West Coal and Navigation Co.).....	1,114,368
Calgary and Edmonton Railway Co.....	1,888,448
Canadian Northern Railway Co., (Ry. from point on C.P.R. to Hudson Bay).....	2,624,128
Canadian Northern Railway Co., (formerly Lake Manitoba Railway and Canal Co.).....	798,400
Canadian Pacific Railway Co.—Main Line.....	18,206,986
C.P.R., Pipestone Extension, Souris Branch.....	200,320
C.P.R., Souris Branch.....	1,408,704
Great North West Central Railway Co., (formerly North West Central Ry. Co.).....	320,000
Manitoba and North Western Railway Co.....	1,501,376
Manitoba South Western Colonization Railway Co.....	1,396,800
Canadian Northern Railway Co., (formerly Manitoba and South Eastern Ry. Co.).....	680,320
Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Co.....	1,625,344
Saskatchewan and Western Railway Co.....	98,880
Total.....	31,864,974

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The Dominion has not made any grants of lands in aid of railways since 1894.

GUARANTEES.

Guarantees of bonds have been substituted in large measure for other forms of aid during recent years. It has been most difficult to get an accurate statement of the facts in this regard, particularly as to the precise amount of outstanding liability. The following table is based on official reports from the Dominion and Provincial Governments:—

	Authorized.	Bonds Executed.	Guarantees Earned.
	\$	\$	\$
Dominion	189,666,539	183,532,523	183,532,523
Manitoba	25,519,553	25,519,553	25,519,553
Alberta	59,495,900	45,120,450	45,120,450
Saskatchewan	46,725,000	28,095,345	22,683,994
Ontario	7,860,000	7,860,000	7,860,000
British Columbia	68,135,000	60,317,524	50,889,567
New Brunswick	7,763,000	7,763,000	6,431,562
Quebec	280,000	280,000	280,000
Total	405,444,992	358,488,395	342,317,649

It must be understood that \$33,116,000 worth of Grand Trunk Pacific bonds purchased by the Dominion Government, and referred to in a preceding paragraph, is included with the amount of guarantees authorized, although in such case the guarantee does not apply. There is, however, no other way of recording the amount in this connection.

The facts for the preceding six years, as respects the amount of guarantees authorized, are as follows:—

	1912.	1913.	1914.	1915.	1916.	1917.
	\$	\$	\$	\$	\$	\$
Dominion	91,983,553	95,186,500	188,965,063	188,965,063	189,666,539	189,666,539
Manitoba	20,899,660	21,059,417	25,221,580	25,221,580	25,221,580	25,519,553
Alberta	45,189,000	45,189,000	55,810,150	59,410,450	58,736,750	59,195,900
Saskatchewan	32,500,000	33,735,000	41,625,000	41,625,000	47,725,000	47,725,000
Ontario	7,860,000	7,860,000	7,860,000	7,860,000	7,860,000	7,860,000
Nova Scotia	5,022,000	5,022,000				
British Columbia	38,946,832	59,262,072	80,332,072	80,332,072	80,332,072	68,782,072
New Brunswick	1,893,000	3,651,265	6,063,000	6,063,000	7,763,000	7,763,000
Quebec	176,000	392,000	392,000	392,000	308,000	280,000
Total	245,070,015	271,960,374	409,869,165	409,869,165	417,612,941	407,692,064

Following are the details according to official statements received from the Dominion and the various provinces:

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DOMINION.

The list of securities guaranteed by the Dominion prior to June 30, 1916, is as follows:—

1. The Canadian Northern Railway Company, chapter 7, Edward VII.

The guarantee is for the principal of £1,923,287 sterling, and interest thereon at the rate of 3 per cent per annum for fifty years.

2. The Canadian Northern Railway Company, chapter 11, 7-8 Edward VII (1908).

The guarantee is for the principal of £1,622,586 19s. 9d. sterling debenture stock and interest thereon at the rate of $3\frac{1}{2}$ per cent per annum for fifty years, from July 20, 1908, interest payable half yearly.

3. The Canadian Northern Ontario Railway Company, chapter 6, 1-2 George V (1911).

The guarantee is for the principal of £7,493,835 12s. 4d. sterling debenture stock and interest thereon at the rate of $3\frac{1}{2}$ per cent per annum for fifty years, from May 19, 1911, interest payable half yearly, amount actually issued £7,350,000.

4. The Canadian Northern Alberta Railway Company, chapter 6, 9-10 Edward VII (1910) as amended by chapter 8, 2 George V (1912).

The guarantee is for the principal of £647,260 5s. 6d. sterling debenture stock and interest thereon at the rate of $3\frac{1}{2}$ per cent per annum for fifty years, from May 4, 1910, interest payable half yearly.

5. The Grand Trunk Pacific Railway Company, chapter 71, 3 Edward VII (1903) and chapter 24, 4 Edward VII (1904) and chapter 98, Acts of 1905.

The guarantee is for 3 per cent bonds of the railway company to an amount equal to 75 per cent of the cost of construction of the Western Division of the National Transcontinental railway, but not exceeding \$13,000 per mile in respect of the Prairie section of the said railway. The amount of bonds issued and guaranteed is £7,200,000, of which £2,300,000 were issued in 1905, £2,000,000 in 1909, and £2,000,000 in 1910.

The total authorized issue was £14,000,000 and the balance of the issue not sold to the public—£6,800,000—was purchased by the Government under the authority of the Grand Trunk Pacific Bond Purchase Act, 1913. There is therefore no guarantee, as respects this part of the issue, outstanding.

6. The Canadian Northern Alberta Railway Company, chapter 6, 2 George V (1912).

The guarantee is for the principal of £733,561 12s. 10d. sterling debenture stock and interest thereon at the rate of $3\frac{1}{2}$ per cent per annum for fifty years, from April 1, 1912, interest payable half yearly.

7. The Grand Trunk Pacific Railway Company, chapter 20 of the Acts of 1914.

Total guarantee authorized, \$16,000,000, interest at 4 per cent. Sold to the public, \$3,193,507; pledged with the Dominion Government against advances, \$7,500,000; pledged to Grand Trunk Railway Company, \$5,306,493

8. The Canadian Northern Railway Company, chapter 20 of the Acts of 1914.

Guarantee authorized, \$45,000,000, at 4 per cent. Sold to the public, \$17,033,333; pledged with the Dominion Government against advances, \$12,500,000; pledged with Columbia Trust Coy., New York, against advances, \$15,333,333.

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ALBERTA.

Railway.	Authorized Mileage.	Par Bond Value.	Mileage executed by Government	Par Bond Value.
		\$		\$
Canadian Northern	902.4	13,536,000	774.8	11,022,000
Canadian Northern Western	1,390	22,530,000	662.57	11,222,250
Grand Trunk Pacific Branch Lines Co.	259.5	4,182,500	259.5	4,182,500
Edmonton, Dunvegan and British Columbia Ry.	471	9,420,000	471	9,420,000
Alberta and Great Waterways	350	7,000,000	350	7,000,000
Central Canada	111	2,280,000	100	2,000,000
Lacombe and Blindman Valley	39.1	517,400	39.1	273,700
Totals.	3,526.0	59,495,900	2,656.97	45,120,450

SASKATCHEWAN.

	Number of Miles.	Total Authorized Guarantees of \$15,000 per Mile.	Par value of Bonds sold.	Amount of earnings Released.
		\$ cts.	\$ cts.	\$ cts.
Canadian Northern Railway Company	1,155	17,325,000 00	13,709,400 00	10,456,496 25
Canadian Northern Saskatchewan Railway Co.	255	3,825,000 00	1,174,813 33	782,210 60
Grand Trunk Pacific Branch Lines Co.	760	11,400,000 00	11,328,892 00	9,908,627 53
Grand Trunk Pacific Saskatchewan Railway Co.	605	9,075,000 00	Nil	Nil.
		41,625,000 00	26,213,105 33	21,147,333 38
Bridges and Terminals— Grand Trunk Pacific Branch Lines Co.		5,100,000 00	1,882,210 00	1,536,660 62
		46,725,000 00	28,095,315 33	22,683,994 00

All unearned guarantees were permitted to lapse in 1918.

ONTARIO.

To the Canadian Northern Ontario Railway Company—Guarantee of interest on bonds aggregating \$7,860,000.

NOVA SCOTIA.

The aid given by the province of Nova Scotia to the Halifax and South-western Railway Company was not in the nature of a guarantee of bonds; but the facts of the case cannot very well be given under any other head. They are as follows:—

In the first instance the province advanced to the company \$13,500 per mile on 257.25 miles of its railway. The company gave a mortgage to the province covering the railway system for the total amount so advanced, and for interest on advances during construction, but could redeem the mortgage by repaying the said sum of \$13,500 per mile, less the sum of \$3,200 per mile. The \$3,200 per mile represents the sum which, under the provisions of a general Act on the subject, the province grants as a subsidy to a company constructing a railway.

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This arrangement existed until the new arrangement was made under chapter 27 of the Acts of 1912, as amended by chapter 64 of the Acts of 1913. The new arrangement provided for releasing the original mortgage, for crediting the railway company with the \$3,200 per mile, and interest thereon, for repayment to the company of the equivalent of £180,400 sterling which the company had paid as interest on the mortgage, and for adding that amount to the sums due by the company for principal. The equivalent of £180,400 sterling was paid to the Halifax and Southwestern Railway Company, but instead of being paid in cash it was paid by delivering to the company £180,400 of provincial debentures. The total amount the company owed the province under this arrangement was settled at \$4,447,000, in which is included the equivalent of £180,400 sterling.

As security for that amount the company delivered to the province its bonds guaranteed by the Canadian Northern Railway Company, aggregating \$4,447,000, these bonds being secured by a mortgage trust deed covering the railway system of the Halifax and Southwestern Railway Company, and the province still holds the bonds and collects the interest thereon as the same falls due.

Under the primary arrangement the railway company did not deliver bonds to the province, but merely executed the mortgage, which has been released and superseded by the new arrangement.

The advance of \$13,500 per mile was not made by the province delivering bonds to the company; it was made in cash, the province having borrowed the money in London by the issue and sale of inscribed stock. The interest on the guaranteed bonds that the province now holds offsets within about one-quarter per cent the interest payable on the inscribed stock, this difference being accounted for by the fact that the stock was issued below par.

After the guaranteed bonds of the Halifax and Southwestern Railway Company are paid, the amount of provincial aid it will have received will have been \$3,200 per mile.

BRITISH COLUMBIA.

	Guarantee Authorized.	Par Value of Bonds Executed.	Amount of Guarantee.
	\$	\$	\$
Canadian North Pacific Ry.....	47,975,000	40,157,527	32,854,369
Pacific Great Eastern Ry.....	20,160,000	20,160,000	18,035,198
	68,135,000	60,317,524	50,889,567

In 1916 there was added to the above \$11,550,000 of bonds of the Pacific Great Eastern, the guarantee of which had been authorized by the Legislature. The official statement for 1918 omits the amount.

MANITOBA.

To the Canadian Northern Railway Co., the following guarantees have been given:—

1,243·73 miles, main line and branches in Manitoba at \$10,000 per mile.....	\$12,437,286·66
332·30 " main line and branches in Manitoba at \$13,000 per mile.....	4,320,000·00
287·28 " Port Arthur Division at \$20,000 per mile.....	5,745,586·67
Guarantees on Winnipeg Terminals	3,000,000·00
Total guarantees.....	\$25,502,873·33
Canadian Northern Manitoba Railway—	
12·3 miles at \$13,000·00 per mile	\$ 16,680·00

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NEW BRUNSWICK.

	Amount guaranteed.	Earned and paid.
	\$ cts.	\$ cts.
International.....	896,000 00	896,000 00
New Brunswick and Seaboard.....	297,000 00	297,000 00
Southampton.....	155,000 00	155,000 00
St. John and Quebec.....	4,250,000 00	3,597,898 70
St. John and Quebec.....	1,700,000 00	1,020,662 90
Fredericton and Grand Lake.....	465,000 00	465,000 00
Total.....	7,763,000 00	6,431,561 60

QUEBEC.

Guarantee of bonds of the Montreal and Western Railway Company to the amount of \$280,000.

INCOME ACCOUNT.

Net operating revenue		\$ 56,264,714
Outside operations —		
Revenue	\$ 5,423,530 94	
Expenses	3,744,180 08	
Net Revenue.....	\$ 1,679,350 86	
Income—Other sources.....	19,627,863 92	
		21,307,214 78
Less Taxes		\$ 77,571,928 91
		4,711,262 84
Gross corporate income		\$ 72,860,666 10
Deductions —		
Lease of other roads.....	\$ 3,491,478 94	
Other rents	6,873,321 18	
Interest on funded debt	30,665,899 36	
Other interest	9,182,886 61	
Sinking funds	9,733 33	
Other deductions	2,417,146 10	
		54,532,137 39
Net corporate income		\$ 18,328,228 71
Disposal of net corporate income—		
Dividends—Common	\$ 26,876,705 16	
Dividends—Preferred	10,331,172 11	
Additions and betterments, Cr	209 43	
Reserves	195,831 57	
		37,403,499 41
Balance to profit and loss, Dr		\$ 19,075,279 73

It should be explained that the foregoing dividends are exaggerated by the inclusion of interest on the debenture stock of the Canadian Pacific Railway. In that case, it is really interest on a debenture of such a peculiar class that it neither belongs to stocks nor funded debt.

Details will be found in Table 9.

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CURRENT ASSETS AND LIABILITIES.

Commencing with 1917, Table 9A was introduced for the purpose of showing the financial position of reporting railways as disclosed by the balance arising between current assets and liabilities. The facts in that regard are always important.

PUBLIC SERVICE OF RAILWAYS.

The railways of Canada carried 50,737,294 passengers and 127,543,687 tons of freight in 1918.

The history of passenger traffic by periods, since 1875 is as follows:—

Year.	Passengers carried.	Year.	Passengers carried.
1875	5,190,416	1911.....	37,097,718
1880	6,462,948	1912.....	41,124,181
1885	9,672,599	1913.....	46,203,765
1890	12,821,262	1914.....	46,702,280
1895.....	13,987,580	1915.....	49,322,635
1900.....	21,500,175	1916.....	49,027,671
1905.....	25,288,723	1917.....	53,749,680
1910.....	35,894,575	1918.....	50,737,294

The record of freight traffic, by periods, is as follows:—

Year.	Tons of freight (2,000 lbs.)	Year.	Tons of freight (2,000 lbs.)
1875.....	5,670,837	1909.....	66,842,258
1880.....	9,938,858	1910.....	74,482,866
1885.....	14,659,271	1911.....	79,884,282
1890.....	20,787,469	1912.....	89,444,331
1895.....	21,524,421	1913.....	106,992,710
1900.....	35,916,183	1914.....	106,393,989
1905.....	50,793,957	1915.....	87,204,833
1906.....	57,966,713	1916.....	109,659,088
1907.....	63,866,135	1917.....	121,916,272
1908.....	63,071,167	1918.....	127,543,687

The factor of mileage used in calculations which follow is the operating mileage as given on a preceding page under the head of "Railway Mileage."

PASSENGER TRAFFIC.

Passengers carried 1 mile:—

1907.....	2,049,549,813	1915.....	2,483,708,745
1909.....	2,033,001,225	1917.....	3,150,127,428
1911.....	2,605,968,924	1918.....	3,190,025,682
1913.....	3,265,656,080		

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Passengers carried 1 mile per mile of line:—

1907	90,921	1915	69,802
1909	84,342	1917	79,829
1911	102,597	1918	82,050
1913	111,353		

Passengers carried per mile of line:—

1907	1,431	1915	1,299
1909	1,355	1917	1,362
1911	1,560	1918	1,308
1913	1,576		

Average receipts per passenger per mile:—

1907	1 911	1915	2 021
1909	1 921	1917	1 946
1911	1 944	1918	2 103
1913	1 973		

Passenger revenue:—

1907	\$ 39,184,437	1915	\$ 50,173,267
1909	39,073,488	1917	61,290,291
1911	50,566,894	1918	67,089,363
1913	61,441,430		

Passenger train revenue:—

1907	\$ 45,730,652	1915	\$ 60,699,935
1909	45,282,326	1917	86,767,114
1911	58,317,998	1918	88,192,056
1913	74,431,994		

Average receipts per passenger:—

1907	\$ 1 219	1915	\$ 1 083
1909	1 195	1917	1 140
1911	1 360	1918	1 322
1913	1 394		

Average number of passengers per train:—

1907	56	1915	50
1909	51	1917	59
1911	60	1918	64
1913	62		

Average number of passengers per car:—

1913	15	1916	14
1914	14	1917	16
1915	14	1918	17

Average number of cars per passenger train:—

1913	5 6	1916	5 5
1914	5 7	1917	5 7
1915	5 4	1918	5 8

Average passenger journey—miles:

1907	64	1915	54
1909	62	1917	59
1911	70	1918	63
1913	71		

The average earnings from passenger train service per passenger train mile were \$1.776, as compared with \$1.529 in 1917.

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The average earnings per passenger train car mile were 23·7 cents. This includes all classes of cars forming a passenger train.

FREIGHT TRAFFIC.

Freight traffic aggregated 127,543,687 tons, representing an increase over 1917 of 5,627,415 tons.

Tons hauled 1 mile:—

1907.....	11,687,711,830	1915.....	17,661,309,723
1909.....	13,160,567,550	1917.....	31,186,797,851
1911.....	16,948,478,295	1918.....	31,029,072,279
1913.....	23,032,951,596		

Tons hauled 1 mile per mile of line:—

1907.....	518,486	1915.....	496,355
1909.....	545,991	1917.....	897,948
1911.....	631,829	1918.....	798,093
1913.....	785,820		

Average receipts per ton per mile:—

1907.....	0 815	1913.....	0 758
1909.....	0 727	1915.....	0 751
1911.....	0 777	1917.....	0 690
		1918.....	0 736

Average trainload—tons:—

1907.....	260	1913.....	342
1909.....	278	1915.....	344
1911.....	305	1917.....	436
		1918.....	457

Average number of loaded cars per freight train:—

1907.....	16·92	1913.....	18·00
1909.....	16·37	1915.....	18·06
1911.....	18·03	1917.....	19·59
		1918.....	19·77

Average number of tons per loaded car:—

1907.....	15·37	1913.....	19·01
1909.....	16·98	1915.....	18·43
1911.....	16·91	1917.....	22·24
		1918.....	23·09

Average length of haul—miles:—

1913.....	216	1916.....	257
1914.....	217	1917.....	256
1915.....	202	1918.....	243

Average revenue per ton:—

1913.....	\$ 1·636	1916.....	\$ 1·679
1914.....	1 614	1917.....	1 765
1915.....	1 520	1918.....	1 789

Following is the record of freight tonnage per mile of line since 1875:—

1875.....	1,180	1904.....	2,475
1881.....	1,646	1910.....	3,012
1887.....	1,342	1916.....	2,929
1893.....	1,466	1917.....	3,159
1898.....	1,706	1918.....	3,281

Under the head of Earnings will be found further information with respect to freight business of 1918.

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Details with regard to commodities are here given for 1913, 1915, 1917 and 1918 :

	1913.	1915.	1917.	1918.
	Tons.	Tons.	Tons.	Tons.
Products agriculture—				
Grain.....	10,386,282	9,159,793	16,491,090	13,985,361
Flour.....	2,374,198	2,514,609	3,374,965	3,919,476
Other mill products.....	1,319,167	1,486,665	1,684,176	1,722,985
Hay	1,172,022	1,211,835	1,042,396	1,522,626
Tobacco	65,489	38,580	44,482	51,252
Cotton.....	93,807	108,877	154,256	349,885
Fruit and vegetables.....	1,295,568	1,474,314	1,649,779	1,604,126
Other products of agriculture.....	499,269	391,236	686,311	722,459
Products of animals—				
Live stock.....	1,226,242	1,387,193	1,554,560	1,515,471
Dressed meats.....	616,274	608,062	615,094	764,121
Other packing-house products.....	371,663	395,364	596,349	644,023
Poultry, game, and fish.....	263,760	282,856	373,514	421,728
Wool.....	49,684	41,156	62,456	90,455
Hides and leather.....	295,583	211,411	249,794	259,713
Other products of animals.....	419,357	430,705	499,120	559,821
Products of mines—				
Anthracite coal.....	8,485,652	6,477,642	7,623,874	9,033,637
Bituminous coal.....	17,930,653	16,114,480	21,782,444	25,076,008
Coke.....	2,019,198	1,171,427	1,641,488	1,735,596
Ores.....	4,348,666	3,524,211	5,170,215	5,491,452
Stone, sand, etc.....	6,359,395	4,841,415	3,910,562	3,850,855
Other products of mines.....	1,104,978	998,360	2,006,054	2,002,543
Products of forests—				
Lumber.....	9,590,068	7,985,885	10,100,749	10,478,969
Other products of forests.....	7,019,032	5,990,670	8,989,933	10,372,485
Manufactures—				
Petroleum and other oils.....	807,062	868,214	1,411,800	1,636,594
Sugar.....	820,252	707,714	797,763	912,113
Naval Stores.....	19,898	28,961	108,958	133,168
Iron, pig and bloom.....	1,394,725	488,216	1,723,249	1,745,383
Iron and steel rails.....	1,394,551	450,761	1,100,215	1,104,996
Castings and machinery.....	1,199,084	891,063	1,920,301	1,997,181
Bar and sheet metal.....	1,305,682	635,150	1,562,313	1,781,228
Cement, brick and lime.....	3,958,419	2,419,240	2,698,166	2,192,898
Agricultural implements.....	593,470	285,491	469,142	529,677
Wagons, carriages, tools, etc.....	286,069	339,749	672,939	566,720
Wines, liquors, and beers.....	372,495	247,914	218,977	223,350
Household goods and furniture.....	493,629	295,496	438,483	499,751
Other manufactures.....	6,838,904	4,928,391	8,795,971	9,636,745
Merchandise.....	4,365,852	5,272,163	6,070,858	5,047,616
Miscellaneous.....	4,161,151	2,393,123	3,151,203	3,952,872

Separating the foregoing items into classes, and comparing the figures with those of preceding years, the result is as follows:—

	1909.	1911.	1913.	1915.	1917.	1918.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Products of agriculture.....	11,563,273	13,809,536	17,196,802	16,385,969	25,127,453	23,877,670
Products of animals.....	2,807,487	3,190,702	3,173,562	3,356,657	3,980,887	4,247,332
Products of mines.....	23,931,061	28,652,236	40,230,542	33,127,535	42,534,637	47,189,491
Products of forest.....	11,595,067	13,238,347	16,609,100	13,976,555	19,090,682	20,851,454
Manufactures.....	7,992,592	13,573,987	16,241,081	12,586,393	21,921,309	22,362,807
Merchandise.....	2,393,285	2,438,089	4,365,852	5,272,163	6,070,858	5,047,616
Miscellaneous.....	6,234,372	4,981,385	4,161,151	2,393,123	3,151,203	3,952,872
Totals	66,827,067	79,881,282	106,992,710	87,204,838	121,916,272	127,543,687

* Undistributed 1,561,157 tons.
 † Undistributed 12,915 tons.

b Undistributed 106,503 tons.

c Undistributed 39,244 tons.

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Following is the ratio which each class bore to the total:—

—	1907.	1909.	1911.	1913	1915.	1917	1918.
Products of agriculture.....	16·85	17·01	17·17	16·31	18·79	20·61	18·72
Products of animals	4·37	4·21	4·00	3·01	3·75	3·26	3·34
Products of mines	32·68	35·81	35·87	38·16	37·89	31·90	36·99
Products of forest	18·11	17·35	16·57	15·75	16·03	15·66	16·35
Manufactures.....	14·11	11·82	17·00	18·68	14·76	17·99	17·54
Merchandise.....	4·08	3·58	3·06	4·14	6·04	4·98	3·96
Miscellaneous.....	9·79	9·32	6·33	3·95	2·74	2·00	3·10

The origin of freight in 1913, 1915, 1917 and 1918 is shown in the following table—

—	1913.	1915.	1917.	1918.
	Tons.	Tons.	Tons.	Tons.
Originating in Canada	56,829,297	49,257,996	67,134,164	68,385,790
Received from connecting roads.....	21,284,742	15,706,668	23,451,578	25,118,277
Received from U.S. roads.....	27,317,214	22,134,118	31,330,530	34,039,620
Undistributed.....	1,561,457	106,056		
Total	106,992,710	87,204,838	121,916,272	127,543,687

It will be observed that the net tonnage for 1918 was 102,425,410. A connecting road is defined as being a road operating within the boundaries of Canada. Traffic received from a United States road applies to all tonnage brought into Canada by roads operating on both sides of the boundary, as well as freight delivered at the boundary to a Canadian line.

EARNINGS AND OPERATING EXPENSES.

Gross earnings:—

1918.....	\$332,777,937
1917.....	313,492,949
Increase.....	\$ 19,284,988

Operating expenses:—

1918.....	\$274,798,044
1917.....	223,574,598
Increase.....	\$ 51,223,446

The foregoing totals include the results of five units which cannot be properly classified as railways. The Pullman Company is an example. Therefore, for the purposes of all calculations the total of gross earnings used is \$330,220,150 and of operating expenses \$273,955,436.

Year.	Gross earnings.	Operating expenses.	Percentage of operating expenses to earnings.
	\$	\$	
1875.....	19,470,539	15,075,532	81·1
1881.....	27,987,508	20,121,418	71·9
1887.....	38,841,609	27,621,683	71·1
1893.....	52,042,396	36,616,033	70·3
1899.....	62,243,784	40,706,217	65·5
1905.....	106,467,198	79,977,573	75·2
1911.....	188,733,494	131,033,785	69·4
1916.....	263,527,157	180,542,259	68·9
1917.....	310,771,479	222,890,637	71·7
1918.....	330,220,150	273,955,436	82·9

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EARNINGS.

Gross earnings for 1917 and 1918 came from the following sources:—

	1917.		1918.	
	£	cts.	£	cts.
Rail line				
Freight	215,245,256	49	228,214,416	07
Passenger	61,290,290	07	67,089,362	62
Excess baggage	569,566	07	595,790	35
Sleeping cars	2,832,750	58	3,179,760	94
Parlour and chair cars	268,875	33	262,576	39
Mail	3,169,910	97	3,288,733	75
Express	8,999,073	85	9,824,883	29
Other passenger trains	72,110	40	64,024	66
Milk	538,186	82	550,416	08
Switching	2,380,706	18	2,917,752	37
Special service trains	113,832	01	89,677	79
Other freight trains	27,652	04	36,920	15
Water transfer	41,518	50	1,529	61
Totals		295,550,029 94		316,115,541 07
Water line				
Freight	2,265,118	77	2,266,102	13
Passenger	1,841,356	53	132,537	50
Excess baggage	3,023	01	2,995	71
Other passenger service	1,743	10		
Mail	17,397	11	20,561	70
Express	55,957	82	25,476	65
Special service				
Other	158,804	93	Dr. 139,749	47
Totals		4,397,311 30		2,608,027 22
Incidental				
Dining and buffet	3,026,048	70	3,336,808	34
Hotel and restaurant	542,581	61	627,518	13
Station, train, etc., privileges	99,875	58	98,847	47
Parcel room	82,446	02	88,479	48
Storage—freight	247,132	61	312,772	95
Storage—baggage	77,134	48	85,052	19
Demurrage	1,526,214	72	1,936,611	52
Telegraph and telephone	328,295	29	281,467	59
Grain elevators	1,189,466	97	888,154	99
Stockyards	10,262	42	21,859	27
Rents of buildings, etc.	1,457,494	79	1,488,020	86
Miscellaneous	1,829,245	89	1,918,485	88
Totals		19,107,098 99		11,417,078 67
Port facilities, Or. Isd.		117,038 96		349,499 99
Gross earnings		310,771,479 49		339,220,149 95

Table 9 will afford details with regard to net earnings.

Gross earnings per mile of line.

1875	84,653	1911	87,439
1880	3,275	1912	8,209
1885	2,993	1913	8,750
1890	3,562	1914	7,894
1895	2,928	1915	5,616
1900	4,096	1916	6,943
1905	5,197	1917	8,051
1910	7,064	1918	8,493

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Gross earnings per revenue train mile—all trains:—

1907.....	\$1 875	1913.....	\$2 263
1909.....	1 816	1915.....	2 143
1911.....	2 103	1917.....	2 683
		1918.....	3 005

Freight earnings per ton:—

1907.....	\$1 472	1913.....	\$1 636
1909.....	1 432	1915.....	1 520
1911.....	1 561	1917.....	1 766
		1918.....	1 789

Earnings per passenger:—

1907.....	\$1 219	1913.....	\$18394
1909.....	1 195	1915.....	1 083
1911.....	1 363	1917.....	1 140
		1918.....	1 322

Freight earnings per freight train mile:—

1907.....	\$2 069	1913.....	\$1 595
1909.....	2 041	1915.....	2 279
1911.....	2 376	1917.....	3 006
		1918.....	3 359

Passenger earnings per passenger train mile:—

1907.....	\$1 263	1913.....	\$1 413
1909.....	1 150	1915.....	1 016
1911.....	1 348	1917.....	1 160
		1918.....	1 352

Gross earnings for years preceding 1916 came from the following sources:—

Gross Earnings.	1910.	1912.	1914.
	\$ cts.	\$ cts.	\$ cts.
Passengers.....	46,018,879 56	56,543,636 60	62,012,296 46
Mails.....	1,799,887 80	1,914,720 30	2,500,175 88
Express.....	4,143,837 52	5,294,388 08	6,444,214 02
Baggage, parlour cars, etc.....	993,613 63	1,295,414 59	1,607,516 84
Freight.....	117,497,604 03	149,961,140 13	165,753,730 45
Station and train privileges.....	679,061 12	1,086,687 37	1,044,737 28
Telegraphs, rents, etc.....	2,823,333 47	3,307,738 63	3,720,868 11
	173,956,217 13	219,403,752 79	243,083,539 04

Owing to the adoption of entirely new methods of accounting in 1907, it is not practicable to carry comparisons with respect to earnings back of that year. The amounts credited to the several sources of revenue in preceding years, and the ratio they bore to the total, are shown in the following table:—

Year.	Passenger.	Per cent.	Freight.	Per cent.	Mail and Express.	Per cent.	Other Sources.	Per cent.	Total.
	\$		\$		\$		\$		\$
1875.....	6,410,934	32 92	12,073,570	62 00	693,250	3 56	292,781	1 50	19,470,539
1881.....	8,223,254	29 34	18,666,982	66 69	946,159	3 37	115,332	0 51	27,987,508
1887.....	11,867,597	30 55	24,581,047	63 28	1,575,157	4 05	771,992	1 98	38,841,609
1893.....	15,087,299	29 12	32,935,028	63 28	2,151,769	4 13	1,868,298	3 59	52,042,396
1898.....	15,662,311	26 16	38,503,175	64 48	2,732,004	4 59	2,852,613	4 77	59,745,105
1903.....	24,862,109	25 88	63,089,448	65 67	3,596,145	3 53	4,716,823	4 91	96,064,526
1906.....	33,392,188	26 61	81,433,115	64 97	4,510,619	3 59	5,986,912	4 77	125,322,865

Details with respect to earnings are given in tables 6, 7, and 9 in the body of this report.

OPERATING EXPENSES.

The total of operating expenses in 1918 was \$273,955,435.79—an increase for the year of \$51,064,798.71.

Operating expenses were equal to 82.96 per cent of gross earnings.

Per mile of line:—

	\$		\$
1875.....	3,138	1905.....	3,904
1880.....	2,341	1910.....	4,889
1885.....	2,229	1915.....	4,152
1890.....	2,503	1916.....	4,823
1895.....	2,050	1917.....	5,774
1900.....	2,360	1918.....	7,046

Per train mile—all trains:—

	Earnings per train mile.	Expenses per train mile.
	\$	\$
1899.....	1 192	0 779
1900.....	1 282	0 864
1901.....	1 366	0 914
1902.....	1 501	1 028
1903.....	1 591	1 117
1904.....	1 634	1 216
1905.....	1 611	1 213
19 06.....	1 723	1 198
1907.....	1 953	1 381
1908.....	1 869	1 361
1909.....	1 816	1 309
1910.....	2 036	1 409
1911.....	2 103	1 460
1912.....	2 171	1 493
1913.....	2 263	1 604
1914.....	2 253	1 659
1915.....	2 144	1 585
1916.....	2 358	1 623
1917.....	2 682	1 925
1918.....	3 006	2 491

Operating expenses in 1918 were distributed as follows:—

	\$	Per cent.
Way and structures.....	51,614,837 71	18 84
Equipment.....	57,304,234 84	20 92
Traffic.....	6,342,393 99	2 32
Transportation—rail line.....	145,107,396 15	52 96
water line.....	1,552,958 83	0 56
Miscellaneous operations.....	1,413,665 75	1 62
General expenses.....	7,597,985 10	2 77
Transportation for investment—Cr.....	8,066 58	0 01
Total.....	273,955,435 79	

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The distribution of operating expenses in 1916 and 1917 was under the following heads:—

	1916.		1917.	
	\$ cts.	Per cent.	\$ cts.	Per cent.
Way and structures.....	36,040,945 06	19.96	41,154,193 11	18.46
Equipment	35,822,484 20	19.84	46,371,178 39	20.80
Traffic.....	5,560,515 12	3.08	6,236,810 91	2.79
Transportation—rail line.....	92,882,661 24	51.45	114,327,343 71	51.29
" —water line.....	184,824 13	0.10	3,271,892 62	1.47
Miscellaneous operations.....	3,279,588 42	1.81	3,962,543 94	1.78
General expenses	6,781,574 19	3.75	7,584,881 55	3.40
Transportation for investment—Cr.....	10,333 38	0.01	18,207 15	0.01
Total	180,542,258 98		222,890,637 08	

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It is impracticable to make accurate comparisons between the foregoing distribution of operating expenses and the figures of preceding years. The facts, however, are valuable, and are as follows:—

Operating Expenses	1910.			1912.			1914.		
	\$	cts.	Per cent.	\$	cts.	Per cent.	\$	cts.	Per cent.
Way and structure	27,035,603	46	22.45	31,514,098	12	20.90	35,292,226	82	19.71
Equipment	26,602,301	30	21.59	29,811,510	09	19.78	36,375,330	87	20.32
Traffic expenses	4,366,176	92	3.63	5,293,699	75	3.51	6,546,602	45	3.65
Transportation	58,928,179	74	48.94	78,969,543	65	52.39	94,119,066	73	52.58
General expenses	4,973,188	00	3.395	5,137,688	26	3.42	6,642,032	03	3.74
Total							178,975,258	90	

Details with respect to operating expenses by reporting railways will be found in table 8.

Since special significance attaches to the maintenance of way and structures and to the unkeep of equipment, the following facts are given:—

Year.	Maintenance of Way. Amount.	Mileage	Amount per Mile of Line.	Year.	Maintenance of Equipment. Amount.	Mileage.	Amount per Mile of Line.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.
1907	20,887,094 66	22,452	930 30	1907	21,666,373 08	22,452	965 01
1909	21,133,274 46	24,104	877 58	1909	21,510,363 59	24,104	892 40
1911	26,245,093 22	25,400	1,151 38	1911	26,127,638 12	25,400	1,028 65
1913	35,933,322 78	29,336	1,224 92	1913	38,289,718 47	29,336	1,271 13
1915	28,762,906 91	35,582	808 35	1915	28,156,261 08	35,582	791 32
1916	36,040,045 06	37,434	962 79	1916	35,822,484 20	37,434	956 95
1917	41,134,193 11	38,604	1,066 17	1917	46,371,178 39	38,604	1,201 32
1918	51,644,857 74	38,879	1,327 57	1918	57,304,234 84	38,879	1,473 91

EQUIPMENT.

Following are the facts with respect to equipment:

	Number.	Increase.
Locomotives	5,756	130
Cars in passenger service	6,376	1
Cars in freight service	209,243	5,734
Cars in Companies' service	18,890	249

Classification of locomotives:

Locomotives.	1907	1909	1911	1913	1915	1916	1917	1918.
Passenger	964	1,056	1,215	1,474	1,840	1,741	1,389	1,372
Freight	2,266	2,539	2,659	3,011	2,912	3,077	3,496	3,603
Switching	334	384	445	634	734	669	747	781

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Capacity of freight cars.

	1915.		1917.		1918.	
	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons.
Box.....	145,307	4,825,543	145,290	4,899,651	150,074	5,126,659
Flat.....	25,315	798,671	25,322	816,245	23,414	759,768
Stock.....	7,638	226,190	7,883	232,185	8,556	253,350
Coal.....	15,793	611,020	15,649	538,609	16,949	692,785
Tank.....	463	14,604	731	35,134	485	16,306
Refrigerator.....	4,713	139,350	5,234	155,510	5,893	176,890
Other.....	2,551	99,677	3,390	137,122	3,664	141,012
Totals.....	201,690	6,731,265	203,499	6,798,456	209,026	7,166,770

The capacity of 217 cars was not reported.

Locomotives and cars per 1,000 miles of line:—

Rolling stock.	Per 1,000 miles of line.						
	1907.	1909.	1911.	1913.	1915.	1917.	1918.
Locomotives...	156	165	166	175	154	146	148
Freight cars...	4,783	4,887	5,006	6,211	5,669	5,272	5,382
Passenger.....	162	174	177	194	178	165	164

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The reduction in passenger locomotives in 1917 was due to a revision of classification by the Canadian Northern Railway System.

Locomotives and cars:—

Locomotives and cars.	1907.	1909.	1911.	1913.	1914.	1915.	1917.	1918.
Locomotives.	3,504	3,969	4,219	5,110	5,447	5,486	5,626	5,756
Freight cars.	107,407	117,779	127,158	182,221	204,190	201,690	203,499	209,243
Passenger cars.	3,642	4,192	4,513	5,696	6,092	6,326	6,377	6,376

Passenger cars:—

Cars in Passenger service.	1907.	1909.	1911.	1913.	1915.	1917.	1918.
First class.	1,300	1,560	1,691	2,058	2,213	2,168	2,172
Second class.	472	474	517	627	632	687	595
Combination.	405	429	434	492	486	418	406
Emigrant.	272	317	357	437	509	534	568
Dining.	105	127	137	176	215	216	196
Parlour.	63	69	80	117	138	155	166
Sleeping.	212	261	306	449	538	562	555
Baggage, express and postal.	782	926	1,045	1,275	1,457	1,462	1,514
Other.	31	41	36	71	138	175	204
Totals.	3,642	4,192	4,513	5,696	6,326	6,377	6,376

Freight cars:—

Cars in freight service.	1907.	1909.	1911.	1913.	1915.	1917.	1918.
Box.	68,449	74,477	79,412	128,541	145,307	145,290	150,456
Flat.	29,477	24,188	21,069	25,177	25,299	25,322	23,540
Stock.	4,847	5,518	5,809	6,745	7,553	7,883	8,556
Coal.	10,358	11,721	13,768	14,746	15,703	15,649	16,949
Tank.	132	197	277	479	560	731	485
Refrigerator.	1,917	2,466	2,807	3,911	4,713	5,234	5,893
Other.	1,557	2,212	4,016	2,712	2,556	3,390	3,664
Totals.	107,407	117,779	127,158	182,221	204,690	203,499	209,243

Capacity of freight cars.

	1907.		1909.		1911.		1913.	
	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons.
Box.	68,534	1,848,980	74,479	2,130,445	79,412	2,343,920	128,541	4,096,480
Flat.	29,418	535,167	21,229	584,155	21,069	600,970	25,117	763,665
Stock.	4,791	122,579	5,561	150,800	5,809	161,765	6,475	193,975
Coal.	10,060	291,638	11,721	379,981	13,768	508,215	14,746	567,210
Tank.	132	2,632	197	4,012	277	7,199	479	15,785
Refrigerator.	1,747	48,747	2,465	71,085	2,807	81,815	3,911	115,477
Other.	1,820	59,200	2,273	64,845	4,016	102,105	2,712	104,315
Totals.	107,740	2,908,903	117,915	3,385,313	127,158	3,806,280	182,221	5,856,885

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TRAIN, CAR, AND LOCOMOTIVE MILEAGE.

Revenue train mileage:—

—	1909.	1911.	1913.	1915.	1917.	1918.
Passenger trains.....	32,295,730	36,985,911	45,652,365	41,648,243	44,083,575	41,850,189
Freight trains.....	40,304,906	46,220,813	60,275,896	43,661,573	62,863,724	60,143,014
Mixed trains.....	7,061,580	6,277,468	7,044,194	7,736,391	8,746,811	7,787,636
Special trains.....		232,341	464,753	172,272	102,990	76,721
Total.....	79,662,216	75,716,533	113,437,208	93,218,479	115,797,100	100,857,560

Non-revenue trains had a mileage of 4,158,919 in 1918.

Ratio of train mileage:—

The ratio which each class of train mileage in the above table bore to the total train mileage in alternate year since 1907 was as follows:—

—	1908.	1910.	1912.	1914.	1916.	1917.	1918.
Passenger trains.....	40.23	40.00	40.06	41.91	38.24	38.07	38.09
Freight trains.....	51.47	51.21	53.15	51.21	54.08	54.29	54.74
Mixed trains.....	7.90	7.54	6.41	6.60	7.66	7.55	7.09
Special trains.....		0.25	0.38	0.28	0.10	0.09	0.08

Following is the record of train mileage since 1875:—

Year.	Passenger Trains.	Freight Trains.	Mixed Trains.	Special Trains.	Total train Mileage.	Engine Mileage.
1875	5,206,353	10,910,181	1,563,614		17,680,178	19,633,026
1880	7,312,168	10,775,380	4,157,292		22,427,449	26,575,969
1885	9,511,455	16,382,953	4,729,681		30,623,689	38,749,239
1890	14,362,879	22,428,219	5,058,210		41,849,329	49,512,530
1895	15,362,276	19,939,699	5,389,915		40,661,890	51,339,885
1900	20,922,098	24,662,906	9,592,867		50,177,871	67,712,252
1905	25,428,018	34,372,998	6,133,098		65,934,114	84,337,732
1910	35,022,511	43,742,668	6,441,440	202,592	85,409,241	106,019,475
1915	41,648,243	43,661,573	7,736,391	172,272	93,218,479	116,354,044
1916	42,449,022	60,036,984	8,499,073	90,811	111,075,890	144,966,448
1917	44,083,575	62,863,721	8,746,811	102,990	115,797,100	150,264,298
1918	41,850,189	60,143,014	7,787,636	76,721	109,857,560	146,753,205

For the purposes of all calculations the mileage of freight trains includes the mileage of mixed trains. The same is true of all passenger train mileage.

The record of car mileage since the facts were first available is as follows:—

Freight Car Mileage.	1912.	1914.	1916.	1917.	1918.
Loaded freight cars.....	1,102,719,543	1,147,533,071	1,348,212,128	1,402,552,028	1,343,301,681
Empty freight cars.....	319,974,528	413,463,359	576,255,686	561,127,805	494,404,216
Caboose cars	55,692,091	57,553,172	63,344,375	66,728,241	64,419,008
Total.....	1,469,386,162	1,618,549,602	1,987,812,189	2,030,408,074	1,902,124,905

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Passenger Car Mileage.	1913.	1915.	1917.	1918.
Passenger cars	153,301,893	126,421,006	135,419,724	127,866,571
Sleeping, parlor, etc	52,738,619	53,632,104	59,489,362	53,808,982
Other cars	92,977,602	86,630,228	108,416,453	108,472,381
Total	299,018,114	266,683,338	303,325,539	290,147,934

Locomotive mileage:—

Class of locomotive.	1910.	1912.	1914.	1916.	1917.	1918.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Freight	47,239,088	57,143,590	58,675,214	66,491,131	68,983,629	63,921,041
Passenger	34,758,088	40,944,058	45,069,967	42,215,551	44,005,835	40,870,513
Mixed	8,211,850	7,742,514	10,276,245	7,610,281	8,612,666	7,897,536
Switching	15,581,077	21,159,394	22,937,611	23,586,669	28,509,069	28,625,512
Special	229,872	411,324	169,719	5,062,813	153,099	5,438,603
Total	106,019,475	126,401,480	137,128,756	141,966,448	159,264,298	146,753,205

FUEL CONSUMED BY LOCOMOTIVES.

Fuel consumed, ——— tons:—

Class of Locomotives.	1908.	1910.	1911.	1916.	1917.	1918.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Freight	3,318,283	3,597,541	4,820,646	5,273,546	5,675,606	5,852,935
Passenger	1,446,919	1,636,454	2,161,144	1,938,619	2,127,621	2,092,912
Mixed	350,921	388,633	559,115	421,125	524,917	445,058
Switching	598,092	620,303	999,457	1,053,739	1,463,820	1,454,384
Construction and special.	256,576	9,063	7,313	307,794	338,835	328,055
Total	5,970,791	6,252,054	8,547,675	8,995,123	10,130,799	10,173,344

Cost per ton:

1913	\$ 3.07	1916	\$ 3.11
1914	3.12	1917	3.63
1915	3.02	1918	5.17

Volume and cost of fuel:

Year.	Tons.	Cost.
		\$
1907	5,608,954	15,137,504
1909	6,832,108	17,544,149
1911	6,800,648	20,182,193
1913	9,263,984	28,426,355
1915	6,963,418	20,889,055
1917	10,130,799	36,784,642
1918	10,173,344	52,600,430

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Fuel analysis for 1917:—

Class of Locomotive.	Coal.		Wood.		Other Fuel.		Total.	Miles Run.
	Anthra-cite.	Bitu-minous.	Hard.	Soft.	Oil.	Charcoal.		
	Tons.	Tons.	Cords.	Cords.	Gallons.	Bushels.	Tons.	
Freight.....	1,143	5,664,451	.....	22,693	29,869,871	59,057	5,852,935	63,921,041
Passenger.....	665	2,002,343	.....	12,915	14,118,330	39,738	2,092,912	40,870,513
Mixed.....	1,475	435,316	159	2,391	1,181,725	3,985	445,058	7,897,536
Switching.....	.....	1,427,370	.....	8,047	3,872,502	21,124	1,454,384	28,625,512
Special.....	.....	307,143	.....	972	3,465,100	4,211	328,655	5,438,603
Total.....	3,283	9,836,623	159	46,421	52,507,528	128,115	10,173,344	146,753,205

Fuel consumed per 100 locomotive miles:—

Class of Locomotive.	Fuel Consumed per 100 Locomotive Miles.					
	1909.	1911.	1913.	1915.	1917.	1918.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Freight.....	8.85	7.78	8.31	7.63	8.23	9.15
Passenger.....	5.68	4.91	4.89	4.85	4.83	5.12
Mixed.....	5.67	5.10	5.59	5.01	6.09	5.64
Switching.....	5.01	4.14	4.47	4.29	5.13	5.09
Special.....	4.14	4.48	5.46	2.49	2.18	6.03

Cost per 100 locomotive miles:—

Class of Locomotive.	Cost of Fuel per 100 Locomotive Miles.					
	1909.	1911.	1913.	1915.	1917.	1918.
	\$	\$	\$	\$	\$	\$
Freight.....	22.65	22.17	25.51	23.01	29.87	47.30
Passenger.....	14.54	14.28	15.01	14.64	17.53	26.47
Mixed.....	14.51	14.84	17.16	15.13	22.10	29.15
Switching.....	12.82	12.04	13.72	12.95	18.62	31.17
Special.....	10.59	13.02	16.76	7.51	7.91

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ACCIDENTS.

Killed and injured:—

	Movement of trains.		Non-movement of trains.	
	Killed.	Injured.	Killed.	Injured.
Passengers.....	32	322	.....	22
Employees.....	154	1,868	24	3,484
Trespassers.....	129	140	.....	.....
Non-trespassers.....	64	173	.....	.....
Postal clerks and others.....	4	46	3	34
Total	383	2,549	27	3,540

	Killed. Movement of Trains.					Injured. Movement of Trains.				
	1911.	1913.	1914.	1917.	1918.	1911.	1913.	1915.	1917.	1918.
Passengers.....	28	38	17	24	32	288	650	304	410	322
Employees.....	202	298	102	177	154	1,314	1,834	946	1,909	1,868
Trespassers.....	185	309	168	150	129	154	284	147	124	140
Non-trespassers.....	48	63	73	64	64	135	171	167	193	173
Postal clerks, etc.,.....	2	2	..	4	4	15	27	14	46	46
Total.....	465	719	360	419	383	1,906	2,966	1,578	2,682	2,549

Accidents to passengers:

Causes—Accidents to Passengers.	Killed.					Injured.				
	1911.	1913.	1915.	1917.	1918.	1911.	1913.	1915.	1917.	1918.
Collisions.....	4	3	1	6	13	43	108	90	88	104
Deraillments.....	1	15	..	..	..	88	347	53	129	69
Parting of trains.....	..	..	..	..	..	..	..	2	7	13
Falling from trains, etc.....	10	8	7	5	4	34	49	30	33	34
Jumping on or off.....	11	7	4	7	8	67	72	62	56	38
Struck at highways.....	..	1	..	..	1	1	3	1	1	1
“ stations.....	1	1	2	1	1	2	6	3	11	4
“ other points.....	1	2	1	2	1	3	3	4	1	1
Other causes.....	..	1	2	3	4	50	62	59	81	58
Total.....	28	38	38	24	32	288	650	304	410	322

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Accidents to employees:—

Causes—Accidents to Employees.	Killed.					Injured.				
	1911.	1913.	1915.	1917.	1918.	1911.	1913.	1915.	1917.	1918.
Coupling or uncoupling.....	13	27	9	16	9	191	182	78	187	182
Collisions.....	34	40	11	15	20	119	210	74	137	80
Derailments.....	10	22	9	13	12	67	88	53	72	92
Parting of trains.....		1	1		2	13	16	10	43	19
Locomotive or cars breaking down.....			1	1		12	13	17	30	27
Falling from trains or cars.....	26	45	17	30	12	253	366	182	311	293
Jumping on or off.....	15	22	3	12	14	141	180	120	233	239
Struck by trains, etc.....	72	97	44	75	62	121	136	70	115	154
Overhead obstructions.....	3	1	1	4	3	17	31	28	32	35
Other causes.....	29	43	6	11	20	380	612	314	749	747
Total.....	202	298	102	177	154	1,314	1,834	946	1,909	1,864

Classes of employees:—

Employees.	Killed.					Injured.				
	1911.	1913.	1915.	1917.	1918.	1911.	1913.	1915.	1917.	1918.
Trainmen.....	101	107	50	102	67	972	1,277	628	1,439	1,372
Trackmen.....	44	59	24	39	47	158	245	95	135	175
Switch tenders, etc.....	6	8	9	4	6	11	41	26	34	20
Stationmen.....	5	9		6	1	6	39	13	28	14
Shopmen.....	18	15	6	10	13	64	59	59	93	98
Telegraph employees.....	3				2	4	11	3	7	11
Other employees.....	25	40	13	16	18	99	162	122	173	178
Total.....	202	298	102	177	154	1,314	1,834	946	1,909	1,868

From other causes than the movement of trains:—

	Killed.			Injured.		
	1915.	1917.	1918.	1915.	1917.	1918.
Passengers.....				26	22	22
Trackmen, etc.....	4	8	6	429	653	798
Stationmen.....			3	32	371	434
Shopmen.....	1	7	4	574	952	1,188
Other employees.....	8	17	11	488	711	1,064
Other persons.....	6	1	3	34	38	34
Total.....	19	33	27	1,583	2,747	3,540

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The record of accidents from the movement of trains, since 1887, is as follows:—

Years.	Passengers.		Employees.		Others.		Total.		Passengers.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	One killed in every	One injured in every
1888.	20	70	107	649	104	86	213	775	531,931	152,837
1890.	11	52	83	682	124	101	218	835	1,165,569	246,562
1895.	9	47	51	489	127	122	187	678	1,554,175	297,608
1900.	7	131	123	941	195	245	325	1,300	3,971,453	164,123
1905.	35	244	206	920	227	193	468	1,587	722,535	103,624
1910.	60	270	214	926	250	245	524	1,441	598,243	132,943
1911.	28	288	202	1,314	235	304	465	1,906	1,324,919	124,489
1912.	47	485	215	1,696	283	346	545	2,437	872,855	84,792
1913.	38	650	298	1,834	374	482	740	2,906	1,216,599	71,124
1914.	27	402	200	1,475	340	440	567	2,287	1,868,091	116,175
1915.	17	304	108	1,578	241	328	396	1,578	2,724,825	140,369
1916.	29	291	149	1,468	268	299	437	2,038	2,451,383	168,480
1917.	24	410	177	1,909	218	363	419	2,682	2,281,237	131,697
1918.	32	322	151	1,898	197	359	383	2,549	1,585,540	157,599

ACCIDENTS AT HIGHWAY CROSSINGS.

Class of Highway Crossing.	Killed.					Injured.				
	1911.	1913.	1915.	1917.	1918.	1911.	1913.	1915.	1917.	1918.
Urban.	—	22	32	30	29	40	70	69	68	88
Rural.	—	14	31	36	31	38	35	44	56	56
Total.	—	36	63	66	58	73	108	104	114	132

HIGHWAY CROSSINGS.

Protected and unprotected crossings:—

Year.	Protected Crossings.		Unprotected Crossings.	
	Urban.	Rural.	Urban.	Rural.
1900.	—	587	—	17,426
1910.	—	630	—	16,924
1911.	—	692	—	16,655
1912.	—	788	—	17,268
1913.	—	844	—	18,681
1914.	—	894	—	20,642
1915.	—	948	—	20,165
1916.	1,003	1,090	2,867	21,265
1917.	987	1,085	3,886	23,379
1918.	1,028	1,049	3,832	20,985

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Form of protection:—

	Rural.	Urban.
By gates.....	43	224
By bridges.....	295	195
By subways.....	399	301
By electric bells, etc.....	272	190
By watchmen.....	40	118
	1,049	1,028

Protected crossings in preceding years:—

Crossings—How Protected.	1911.		1913.		1915.		1917.	
	Rural.	Urban.	Rural.	Urban.	Rural.	Urban.	Rural.	Urban.
By gates.....	28	153	71	178	88	189	59	202
By bridges.....	232	128	274	158	312	208	301	190
By subways.....	269	182	276	227	407	290	429	293
By bells.....	104	115	179	155	259	187	271	187
By watchmen.....	19	123	27	126	24	129	25	115
Total.....	652	701	827	844	1,090	1,003	1,085	987

RAILWAY EMPLOYEES.

Numbers:—

1911.....	141,224	1915.....	124,142
1912.....	155,901	1916.....	144,770
1913.....	178,652	1917.....	146,175
1914.....	159,142	1918.....	143,493

Compensation:—

1911.....	\$ 74,613,738	1915.....	\$ 90,215,727
1912.....	94,237,623	1916.....	104,300,647
1913.....	115,749,825	1917.....	129,626,187
1914.....	111,762,972	1918.....	152,274,953

Ratio to earnings and operating expenses:—

Year.	Salaries and Wages.	Ratio to Gross Earnings.	Ratio to Operating Expenses
1907.....	58,719,493	40.61	56.70
1908.....	60,376,607	41.09	56.26
1909.....	63,216,662	43.58	60.43
1910.....	67,167,793	38.61	55.78
1911.....	74,613,738	39.53	56.94
1912.....	94,237,623	39.79	57.92
1913.....	115,749,825	45.09	63.69
1914.....	111,762,972	45.97	62.43
1915.....	90,215,727	45.15	61.09
1916.....	104,300,647	39.82	57.95
1917.....	129,626,187	41.85	58.34
1918.....	152,274,953	46.14	55.59

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Employees and their compensation:—

No.	Class of Employees.	Average Number.	Hours on Duty.	Compensation.
				\$
1	General officers	791	2,312,729	3,075,849 53
2	Division officers	1,177	3,355,430	2,344,062 01
3	Clerks	13,466	35,681,355	10,970,926 10
4	Messengers and attendants	403	1,163,778	207,475 43
5	Assistant engineers and draughtsmen	443	1,166,224	477,501 37
6	M.W. & S. foremen (excluding Nos. 7 and 25)	753	2,325,279	916,231 33
7	Section foremen	5,891	19,516,995	6,144,558 00
8	General foremen, M. E. department	158	487,065	263,370 63
9	Gang and other foremen, M. E. department	1,374	4,117,965	1,882,494 97
10	Machinists	3,712	9,979,424	4,669,939 66
11	Boiler makers	825	2,123,939	1,101,025 10
12	Blacksmiths	592	1,563,196	662,506 99
13	Masons and bricklayers	96	200,790	86,559 53
14	Structural iron workers	94	225,987	75,487 41
15	Carpenters	5,036	12,998,611	1,781,282 54
16	Painters and upholsterers	1,320	3,159,496	1,145,024 57
17	Electricians	474	1,319,569	492,263 51
18	Air-brake men	282	806,371	276,046 35
19	Car inspectors	985	3,532,472	1,136,296 92
20	Car repairers	3,690	10,578,148	3,397,813 85
21	Other skilled labour	6,409	17,207,273	6,032,078 50
22	Mechanics' helpers and apprentices	6,767	17,422,205	5,192,565 04
23	Section men	19,037	57,330,677	13,614,239 53
24	Other unskilled labour	14,417	37,639,098	9,488,931 73
25	Foremen of const. gangs and work trains	205	1,068,458	351,809 35
26	Other men in const. gangs and work trains	3,886	10,115,023	2,716,019 42
27	Travelling agents and solicitors	373	1,199,199	565,333 52
28	Employees in outside agencies	80	180,890	115,119 44
29	Other traffic employees	29	61,942	27,604 23
30	Train dispatchers and directors	526	1,189,666	1,049,065 75
31	Telegraphers, telephoners and block operators	1,557	5,100,224	1,953,008 54
32	Telegraphers and telephoners operating inter- lockers	68	249,743	84,510 55
33	Levermen (non telegraphers)	141	1,666,994	345,833 31
34	Telegrapher-clerks	517	1,872,307	614,647 20
35	Agent telegraphers	2,955	10,630,940	3,431,104 66
36	Station agents (non telegraphers)	691	2,279,580	824,908 02
37	Station masters and assistants	80	257,826	79,133 93
38	Station service (except Nos. 3, 34, 35, 36 and 47)	9,998	30,399,804	7,836,579 56
39	Yardmasters	261	918,916	406,239 06
40	Yardmaster's assistants (not yard clerks)	163	563,825	234,620 47
41	Yard engineers and motormen	1,069	3,744,657	1,991,759 86
42	Yard firemen and helpers	1,097	3,765,253	1,260,227 61
43	Yard conductors	1,120	4,061,503	1,801,030 51
44	Yard brakemen	2,405	8,041,386	3,316,261 38
45	Yard switch tenders	341	1,150,060	249,970 86
46	Other yard employees	286	799,253	162,602 57
47	Heaters	686	2,005,490	609,405 83
48	Engine-house watchmen and labourers	1,447	11,901,869	3,685,220 08
49	Road freight engineers and motormen	3,251	10,465,432	6,908,155 62
50	Road freight firemen and helpers	3,623	10,371,969	4,535,296 82
51	Road freight conductors	2,713	9,074,558	5,087,263 10
52	Road freight brakemen and flagmen	5,618	21,413,559	7,239,848 45
53	Road passenger engineers and motormen	1,045	2,671,229	2,240,910 89
54	Road passenger firemen and helpers	1,032	2,544,107	1,423,816 11
55	Road passenger conductors	799	2,781,445	1,537,862 04
56	Road passenger baggage men	655	2,328,355	836,787 97
57	Road passenger brakemen and flagmen	999	3,146,386	1,152,791 79
58	Other road trainmen	69	183,503	89,687 81
59	Crossing flagmen and gatemen	520	1,914,242	335,391 75
60	Drawbridge operators	423	465,481	108,406 85
61	Floating equipment employees	2,151	10,284,713	1,594,330 15
62	Express service employees	271	743,676	191,758 53
63	Police men and watchmen	705	2,317,137	575,044 53
64	All other transportation employees	1,215	4,131,678	1,009,634 65
65	All other employees	7,133	21,404,060	4,719,119 41
Total		113,493	69,310,447	152,274,952 78

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RAILWAY TIES.

The consumption of ties, apart from construction work on new mileage, has been as follows:—

Class.	Number of Ties.				Cost of Ties.			
	1914.	1916.	1917.	1918.	1914.	1916.	1917.	1918.
					\$	\$	\$	\$
Cedar	939,014	834,276	631,673	610,158	411,962	392,569	293,689	381,377
Oak	582,704	364,372	460,903	686,886	415,837	259,324	334,210	592,747
Hemlock ..	593,796	157,781	197,118	304,103	234,841	57,199	73,281	137,211
Spruce	175,081	98,857	196,087	88,482	48,794	22,922	54,633	28,645
Fir	103,101	58,542	62,483	63,678	34,007	22,689	23,220	25,963
Tamarack ..	2,507,368	245,790	813,697	180,269	1,385,395	97,886	379,608	102,526
Pine	437,822	368,347	1,309,852	1,849,615	301,633	182,610	634,373	995,596
Chestnut ..	896,311	46,170	134,087	36,477	588,278	26,269	76,788	24,724
Soft wood ..	764,216	22,425	11,457	.....	259,831	7,843	5,388	.....
Hardwood ..	29,850	14,888	10,776	.....	8,810	13,480	2,694	.....
Treated	3,183,397	3,084,234	3,106,636	2,732,598	1,515,709	1,631,069	1,624,436	1,471,266
Unclassified ..	214,929	1,090,892	1,918,092	1,233,655	79,211	480,602	865,854	941,317
Total	10,426,583	6,386,464	8,852,861	7,785,831	5,184,308	3,194,472	4,368,124	4,701,312

Average cost of ties:—

Class.	Average Cost per Tie.				
	1911.	1913.	1915.	1917.	1918.
	cts.	cts.	cts.	cts.	cts.
Cedar	42 9	45 0	49 9	46 4	62 5
Oak	67 2	61 9	82 6	72 4	86 3
Hemlock	29 6	39 4	39 0	37 1	45 1
Spruce	23 5	30 4	22 4	22 2	32 4
Fir	30 0	41 8	32 6	37 1	40 6
Tamarack	41 3	48 9	40 4	46 6	56 8
Pine	65 3	52 6	56 3	48 4	54 0
Chestnut ..	62 3	63 0	64 8	57 2	67 7
Soft wood ..	30 0	34 4	51 8	46 6	.....
Hardwood ..	28 2	23 3	56 9	25 0	.....
Treated	85 6	52 2	52 2	53 8
Unclassified ..	42 5	33 6	37 4	45 1	76 3
Total	43 8	47 8	53 7	49 3	60 3

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TAXATION OF RAILWAYS.

The tax^{bill} of Canadian Railways, by provinces, is shown in the following summary:

Province	Provincial Tax.	Municipal Tax.	Total Tax.
	\$ cts.	\$ cts.	\$ cts.
Nova Scotia	25 00	1,680 13	1,705 13
New Brunswick	54,262 11	4,181 19	58,446 21
Quebec	117,756 25	597,060 11	624,816 36
Ontario	702,539 99	990,589 39	1,693,129 38
Manitoba	234,543 18	192,597 34	337,140 82
Alberta	112,611 82	97,455 51	210,067 33
Saskatchewan	135,999 20	27,187 17	163,186 37
British Columbia	457,819 91	291,692 88	749,422 79
Yukon Territory	6,826 17	.....	6,826 17
Outside of Canada	159,476 45	6,871 37	166,347 82
Totals	1,981,860 38	2,029,228 00	4,011,088 38

Taxation in previous years:—

Province	1911.	1913.	1915.	1917.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Nova Scotia	645 79	742 24	2,163 06	437 36
New Brunswick	842 16	1,950 11	2,390 60	58,740 06
Prince Edward Island	50 00	100 00	558,889 31	659,049 59
Quebec	372,914 32	520,093 24	1,104,933 87	2,148,141 12
Ontario	790,280 11	985,993 90	248,198 87	396,924 52
Manitoba	151,783 19	224,154 11	145,383 02	189,812 57
Alberta	99,785 16	116,223 11	96,477 85	251,575 68
Saskatchewan	79,019 28	73,281 28	285,003 03	326,122 51
British Columbia	196,971 26	247,936 55	6,816 81	6,805 27
Yukon	5,894 38	3,528 20	118,636 59	.....
Undistributed	90,466 40	.....	.....	.....
Outside of Canada	173,089 68	270,954 58	180,725 11	316,563 84
Totals	1,955,741 58	2,441,960 68	3,049,727 02	4,354,172 52

DESPATCHING BY TELEPHONE.

The situation with respect to despatching is shown in the following comparative statement of facts as reported:—

	1915.	1916.	1917.	1918.
	Miles of line	Miles of line	Miles of line.	Miles of line.
By telegraph	19,934	22,473	21,581	21,811
By telephone	6,189	8,797	8,456	9,922
By telegraph and telephone	7,530	2,937	7,923	5,867

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ELECTRIC RAILWAYS. MILEAGE.

First track mileage:—

1901.....	*674 58	1910.....	1,047 07
1902.....	557 59	1911.....	1,223 73
1903.....	759 36	1912.....	1,398 17
1904.....	766 50	1913.....	1,356 63
1905.....	793 12	1914.....	1,560 82
1906.....	813 47	1915.....	1,590 29
1907.....	811 52	1916.....	1,724 71
1908.....	992 03	1917.....	1,743 54
1909.....	988 97	1918.....	1,616 36

*Including some second track.

Analysis of mileage:—

Length of Tracks.	1912.	1914.	1916.	1917.	1918.
	Miles.	Miles.	Miles.	Miles.	Miles.
Length of first main track.....	1,308 17	1,560 82	1,724 71	1,743 54	1,616 36
Length of second main track.....	294 50	338 91	276 52	345 72	453 11
Total length of main track.....	1,602 67	1,899 73	2,059 45	2,089 26	2,069 47
Length of sidings and turnouts.....	120 84	152 71	189 12	188 70	188 70
Total, computed as single track.....	1,723 51	2,052 44	2,248 57	2,277 96	2,276 04

Table 1, following steam railways, will afford information in detail with respect to mileage.

There was not an actual reduction of first track mileage in 1918. There was merely an accurate statement of second track mileage, following special correspondence with units which had been making incorrect returns, the immediate effect of which was to reduce first track mileage. The mileage of all tracks remained practically unchanged.

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CAPITALIZATION.

Stocks and funded debt:—

Year.	Stocks.	Funded Debt.	Total.
	\$	\$	\$
1907.....	43,491,746	31,166,976	74,658,722
1908.....	59,295,266	37,114,619	87,409,885
1909.....	51,946,433	39,658,556	91,604,989
1910.....	58,653,826	43,391,153	102,044,979
1911.....	62,251,203	49,281,144	111,532,347
1912.....	70,829,118	52,012,828	122,841,946
1913.....	62,079,767	79,155,864	141,235,631
1914.....	66,311,098	81,284,244	147,595,342
1915.....	66,696,675	83,647,327	150,344,002
1916.....	67,738,275	87,157,209	154,895,484
1917.....	70,606,520	90,628,219	161,234,739
1918.....	73,864,820	93,388,273	167,253,093

Details will be found in table 2. It may be explained, however, that the foregoing capitalization does not include \$493,346 of cash aid given to electric railways by governments and municipalities.

INCOME ACCOUNT.

EARNINGS AND INCOME—

Gross earnings from operation.....	\$24,299,889 60
Operating expenses.....	17,535,974 63
Gross corporate income.....	\$ 6,763,915 06
Miscellaneous income.....	2,311,176 60
Total corporate income.....	\$ 9,075,091 66

DEDUCTIONS FROM INCOME

Taxes.....	\$ 2,122,618 84
Interest—funded debt.....	2,784,848 84
“ floating debt.....	9/8,874 63
Other deductions.....	263,731 90
Total deductions.....	6,150,074 21
Total net income.....	\$ 2,925,017 45

DISPOSAL OF NET INCOME—

Reserves, etc.....	\$ 1,466,339 35
Dividends.....	1,671,358 93
Total.....	3,137,698 28
Deficit.....	\$ 212,680 83

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EARNINGS AND OPERATING EXPENSES.

Gross earnings	\$24,299,889 69
Operating expenses	17,535,974 63

Both the foregoing totals are lower than for preceeding years because the facts with respect to the Montreal Tramways and two other units were not reported nor otherwise ascertainable.

The rate of operating expenses to gross earnings was 72.16.

Analysis of gross earnings :—

	1914.	1916.	1917.	1918.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Car earnings—				
Passengers	21,181,328 13	18,937,327 86	27,621,582 36	21,943,644 04
Freight	1,123,909 53	1,218,763 88	1,547,919 60	1,575,408 57
Mails and express	84,515 13	112,309 43	132,401 46	129,317 96
Other car earnings	105,162 34	134,359 96	464,462 18	139,104 86
	22,494,915 13	20,402,761 13	29,766,305 60	23,787,475 43
Miscellaneous earnings—				
Advertising	82,960 87	89,198 97	89,972 70	97,014 12
Rent of land and buildings	22,051 32	24,608 34	30,942 29	29,581 32
Rent of tracks	6,838 41	19,450 83	22,100 97	17,709 99
Rent of equipment	20,005 62	21,358 86	24,776 64	27,216 23
Sale of power	85,171 67	59,325 27	80,265 22	98,826 52
Other miscellaneous earnings	154,425 05	189,816 10	223,300 12	242,066 08
Total miscellaneous earnings	371,452 94	403,758 47	471,357 94	512,414 26
Gross earnings undistributed	6,824,639 22	6,609,765 00		
Gross earnings from operation	29,691,007 29	27,416,284 60	30,237,663 54	24,299,889 69

Since 1901 the record of gross earnings is as follows :—

Year.	Gross Earnings.	Year.	Gross Earnings.
	\$		\$
1901	5,768,283	1910	17,100,789
1902	6,486,438	1911	20,356,952
1903	7,233,677	1912	23,439,250
1904	8,453,609	1913	28,216,111
1905	9,357,125	1914	29,691,007
1906	10,966,871	1915	26,922,900
1907	12,630,430	1916	27,416,285
1908	14,007,049	1917	30,237,664
1909	14,611,484	1918	24,299,890

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Following is a statement of gross ear earnings, and the sources thereof, for the past twelve years :—

Year.	Passengers.	Freight.	Mail, etc.	Other.	Total.
	\$	\$	\$	\$	\$
1907	12,013,421	344,367	41,951	233,190	12,630,430
1908	13,233,724	346,021	54,883	372,421	14,007,049
1909	14,089,755	386,092	110,452	34,185	14,611,484
1910	16,125,945	575,537	68,604	51,241	16,821,377
1911	19,139,376	744,479	88,233	100,930	20,063,719
1912	22,007,750	1,025,372	78,819	67,022	23,199,250
1913	*19,794,460	1,211,871	72,516	85,793	21,164,580
1914	*21,181,328	1,123,910	84,515	105,162	22,494,915
1915	*18,879,689	982,041	79,696	82,672	20,024,099
1916	*18,937,328	1,218,764	112,369	134,360	20,402,761
1917	27,621,582	1,517,920	132,402	464,402	29,736,306
1918	*21,943,644	1,575,408	129,318	139,195	23,787,475

*Omit facts relating to Montreal Tramways Co.

Tables 4 and 5 will afford details with respect to gross earnings and operating expenses.

Following was the distribution of operating expenses in 1918, with a comparison for 1915, 1916 and 1917 :—

Operating Expenses.	1915.	1916	1917	1918.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Maintenance of way and structures	1,062,973 61	984,627 53	1,209,990 62	1,684,561 97
Maintenance of equipment	1,572,889 24	1,386,227 87	1,616,611 02	2,204,875 57
Operation of power plant	2,848,063 13	2,921,725 58	3,012,809 71	3,083,383 47
Operation of cars	7,109,405 70	6,929,133 37	7,581,389 37	7,810,063 13
General and traffic	1,821,514 06	2,171,138 30	2,046,151 79	2,753,096 49
Total	18,431,842 18	18,099,965 65	*20,098,634 35	17,535,974 63

*Items lacking for \$3,713,996 44 Items lacking for \$3,707,053 00 *Items lacking for \$4,601,771 84

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Maintenance of way and structures—

Superintendence.....	\$	74,612 54
Ballast.....		9,855 82
Ties.....		61,299 31
Rails.....		35,177 57
Rail fastenings, &c.....		23,415 69
Special work.....		40,831 81
Underground construction.....		3,258 29
Roadway and track labour.....		465,902 51
Paving.....		34,233 30
Miscellaneous track expenses.....		178,793 06
Cleaning and sanding track.....		75,282 93
Removal of snow, &c.....		245,523 10
Tunnels.....		329 92
Elevated structures, &c.....		24
Bridges, trestles and culverts.....		26,793 07
Crossings, fences, &c.....		13,790 40
Signal and interlocking systems.....		17,806 61
Telephone and telegraph.....		6,178 72
Other miscellaneous way expenses.....		30,471 02
Poles and fixtures.....		9,334 59
Transmission system.....		74,016 11
Distribution system.....		151,287 97
Miscellaneous line expenses.....		47,688 76
Buildings and structures.....		60,386 41
Other operations—Dr.....		5,416 05
" " —Cr.....		10,123 89

Equipment—

Superintendence.....	\$	77,947 48
Power plant equipment.....		23,915 55
Substation equipment.....		34,215 60
Passenger and combination cars.....		877,394 01
Freight, express and mail cars.....		34,929 43
Locomotives.....		23,983 50
Service cars.....		119,473 12
Electric equipment of cars.....		767,724 91
Electric equipment of locomotives.....		36,860 80
Shop machinery and tools.....		19,670 27
Shop expenses.....		91,539 94
Horses and vehicles.....		38,435 72
Other Miscellaneous expenses.....		37,545 22
Other operations—Dr.....		21,975 02
" " —Cr.....		735 00

Traffic

Superintendence and solicitation.....	\$	18,848 24
Advertising.....		35,200 97
Miscellaneous expenses.....		22,317 75

Conducting transportation—power—

Superintendence.....	\$	488,040 77
Power plant employees.....		102,564 45
Substation employees.....		102,921 83
Fuel for power.....		185,053 13
Water for power.....		3,277 87
Lubricants.....		3,502 55
Miscellaneous expenses.....		26,890 59
Substation supplies, &c.....		88,108 85
Power purchased.....		2,551,789 56
Other operations—Dr.....		61,819 22
" " —Cr.....		42,547 08

Way and structures	\$ 1,684,561.97
Equipment	2,204,875.57
Traffic	76,366.96
Transportation—power	3,083,328.47
" " cars	7,810,063.13
General	1,191,817.11
Undistributed accounts	996,865.65
Total	<u>\$17,535,974.63</u>

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For purposes of comparison, following is a complete statement showing the various items which made up operating expenses in 1917 and the years 1914 and 1916:—

	1914.	1916.	1917.
	\$ cts.	\$ cts.	\$ cts.
Maintenance of way and structures—			
Track and roadway.....	854,798 86	727,142 31	869,681 53
Electric line.....	221,974 85	208,008 12	275,143 73
Buildings and fixtures.....	92,836 93	49,477 10	54,775 36
Maintenance of equipment—			
Steam plant.....	73,167 42	32,795 82	25,892 83
Electric plant.....	175,834 23	44,086 82	56,385 18
Cars.....	823,583 66	665,449 04	781,736 48
Electric equipment of cars.....	513,016 03	443,440 50	575,391 48
Miscellaneous equipment.....	102,358 38	80,572 57	126,589 29
Miscellaneous shop expenses.....	74,825 42	119,883 12	80,615 76
Transportation—Operation of power plant—			
Power plant wages.....	185,254 97	200,417 07	169,473 67
Fuel for power.....	113,837 76	84,173 68	65,870 56
Water for power.....	16,754 01	12,873 60	12,226 36
Lubricants and waste for power plant.....	5,198 40	2,052 96	3,587 02
Miscellaneous supplies and expenses.....	83,214 15	56,153 18	69,784 14
Hired power.....	2,333,009 55	2,566,055 09	2,691,867 96
Transportation—Operation of cars—			
Superintendence.....	380,369 53	422,980 44	471,538 28
Wages of conductors.....	2,662,486 53	2,498,861 01	2,702,328 31
Wages of motormen.....	2,617,373 31	2,483,270 42	2,700,387 88
Wages, miscellaneous car service.....	273,273 22	446,821 55	233,548 12
Wages, car house employees.....	653,919 76	277,160 00	309,944 69
Car service supplies.....	114,546 85	88,611 14	105,440 51
Miscellaneous car service expenses.....	320,344 51	352,096 94	648,476 06
Hired equipment.....	127,853 01	121,925 21	171,283 98
Cleaning and sanding track.....	69,852 99	55,286 85	73,573 24
Removal of snow and ice.....	103,882 96	182,119 81	164,868 30
General—			
Salaries of general officers.....	379,298 16	259,453 88	281,891 18
Salaries of clerks.....	463,984 74	387,886 05	398,985 76
Printing and stationery.....	43,769 39	62,277 31	58,839 12
Miscellaneous office expenses.....	72,859 36	58,959 43	58,900 29
Store expenses.....	33,253 11	43,859 11	44,962 84
Stable expenses.....	31,314 44	46,974 84	36,599 70
Advertising and attractions.....	30,535 14	46,288 30	61,873 57
Miscellaneous general expenses.....	219,486 07	250,294 20	320,516 50
Damages.....	385,105 42	465,722 49	321,514 69
Legal expenses.....	18,505 62	33,384 48	20,132 03
Miscellaneous legal expenses.....	33,631 04	11,836 09	57,366 10
Rent of land and buildings.....	31,776 00	43,906 29	47,278 03
Rent of tracks and terminals.....	115,404 19	168,772 15	123,985 68
Insurance.....	171,723 46	261,523 68	213,396 30

It must be borne in mind that for the years to which the foregoing tabular statement relates details of operating expenses were not received from certain corporations.

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The number of 1,000 passengers carried in 1918 was 487,365,456. Comparison cannot be made with preceding years owing to the omission of facts relating to the Montreal Tramways and several other units.

The volume of freight hauled in 1918 was 2,497,530 tons as compared with 2,335,539 tons in 1917.

Passenger traffic:—

1901	120,934,656
1902	137,681,462
1903	175,662,812
1904	181,689,998
1905	203,467,317
1906	237,655,074
1907	273,999,404
1908	299,099,369
1909	314,026,671
1910	360,964,876
1911	426,296,792
1912	488,865,682
1913	597,863,801
1914	614,709,819
1915	562,802,373
1916	580,094,167
1917	629,441,997
1918	487,365,456

Car mileage:—

Car mileage—	
Passenger cars	81,786,198
Other cars	2,649,125
Total	84,435,323

EQUIPMENT.

The following statement will show the number and classes of cars in service in 1918, with the figures for the years 1911, 1913 and 1915.

Classes of Cars, etc.	1911.	1913.	1915.	1917.	1918.
Passenger, closed	1,985	2,042	2,447	2,041	2,061
Passenger, open	966	863	824	447	387
Passenger, combination	455	930	792	628	618
Freight	357	591	693	621	703
Mail, express and baggage	33	35	49	49	39
Combination, freight	5	9	23	16	15
Work	108	211	216	198	186
Snow ploughs	60	61	58	48	52
Sweepers	106	123	127	99	91
Miscellaneous	2,242	125	169	148	162
Total	4,325	4,989	5,329	4,295	4,314

The absence of reports from several corporations has materially lowered the total of equipment for the past four years.

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EMPLOYEES.

Numbers :—

Numbers—

1916	10,622
1917	11,696
1918	11,646

Salaries and wages :—

Salaries and wages—

1916	\$ 8,767,734 17
1917	9,451,685 31
1918	11,840,863 86

Salaries and wages were equal to 67·53 per cent of operating expenses.

Employees.	1910.	1912.	1914.	1916.	1917.	1918.
General administration—						
General officers	150	159	146	140	148	148
General office clerks	553	744	950	583	601	708
Maintenance—						
Superintendents	71	90	102	103	84	80
Other employees	3,633	4,922	5,077	2,008	3,112	3,007
Transportation	102	118	151	112	110	112
Other employees	6,881	8,727	9,769	7,376	7,626	7,591
Total	11,390	14,760	16,195	10,622	*11,696	11,646

* 21 undistributed.

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ACCIDENTS.

Year	Killed			Injured			Passengers				
	Passengers	Employees	Others	Total	Passengers	Employees	Others	Total	Number Carried	Killed one in every	Injured one in every
1904	3	1	11	15	158	58	98	314	120,931,656	10,311,552	255,137
1905	9	1	22	32	410	33	129	563	137,681,402	15,297,933	335,808
1906	10	17	22	39	504	62	212	778	155,992,812	15,566,281	308,855
1907	10	3	40	53	508	64	272	844	181,689,998	18,168,909	357,637
1908	30	3	23	56	862	87	347	1,296	203,467,317	6,782,213	246,041
1909	11	2	34	47	1,085	127	441	1,653	237,655,074	21,665,006	249,327
1910	27	7	37	71	988	216	532	1,736	273,969,401	10,119,126	277,327
1911	18	6	43	67	1,156	188	539	1,883	299,009,309	16,616,628	258,736
1912	11	7	50	68	1,303	218	618	2,139	314,026,671	28,547,879	241,001
1913	14	13	68	95	1,595	227	716	3,538	360,964,876	25,783,205	226,310
1914	11	8	83	102	1,784	300	586	2,670	426,206,792	38,754,254	238,955
1915	16	8	86	110	1,950	412	736	3,128	489,965,682	30,554,180	156,287
1916	17	12	44	73	1,662	392	490	2,544	.....	.....	.....
1917	9	13	42	64	1,757	409	581	2,807	.....	.....	.....
1918	14	6	44	64	1,554	413	638	2,605	.....	.....	.....
1919	18	4	28	50	1,905	305	819	3,029	.....	.....	.....
1920	11	10	42	63	1,541	395	792	2,728	.....	.....	.....
1921	9	12	56	77	1,451	383	762	2,596	.....	.....	.....

I have the honour to be, sir,

Your obedient servant,

J. L. PAYNE, Comptroller of Statistics.

RAILWAY STATISTICS

STATISTIQUES DES CHEMINS DE FER

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TABLE 1—Summary of mileage Operated for the Year
TABLEAU 1—Sommaire du nombre de milles de chemins de fer

		Single Track — Voie simple.						
Number Numéro.	Name of Railway. Nom du Chemin de fer	Represented by Capital Stock.	Proprietary Companies.	Compagnies propriétaires.	Under Lease.	Under Contract, etc.	Under Trackage Rights.	Total
		Représentées par le capital-actions.						
		Main line Ligne-mère.	Branches and spurs. Embr. et rameaux.	En vertu de droit de circulation.				
1	Algoma Central & Hudson Bay.	317.25	21.32		9.23		0.98	348.78
2	Algoma Eastern	83.89	4.01		1.52		2.39	91.84
3	Atlantic, Quebec & Western	102.44	0.64					103.08
4	Alberta & Great Waterways	113.20						113.20
5	Bedlington & Nelson, not in operation.							
6	Brandon, Sask'n & Hudson Bay.	69.45						69.45
7	British Yukon	85.80	15.32					101.12
8	Canada Southern	226.18	134.36				16.91	397.45
9	Canada & Gulf Terminal	35.80						35.80
10	Canadian Gov't. Rys. (Intercontinental)	1,524.17	28.91		39.27			1,592.35
11	Canadian Gov't. Rys. P.E.I.	276.23	2.58					278.81
12	Canadian Northern System			8,672.70	393.46	253.99	159.02	9,479.17
13	Canadian Pacific	2,894.70	4,884.50	3,942.70	1,445.90	126.80	93.90	13,388.50
14	Cape Breton	31.00						31.00
15	Carriquet	84.78						84.78
16	Central Vermont	116.60	8.60					125.20
17	Crow's Nest Southern	74.18						74.18
18	Cumberland Ry. & Coal Co.	32.00						32.00
19	Central Canada	48.50						48.50
20	Detroit River Tunnel Co.	1.45						1.45
21	Dominion Atlantic	169.98	72.49		31.69		14.29	288.45
22	Eastern British Columbia	14.00						14.00
23	Edmonton, Dunvegan & British Columbia	357.00	49.80					406.80
24	Lign & Havelock	27.00						27.00
25	Esquimaux & Nanaimo	139.70	59.50					199.20
26	Essex Terminal	19.00	2.00					21.00
27	Fredericton & Grand Lake	35.00						35.00
28	Grand Trunk	3,313.31			223.76		11.74	3,578.81
29	Grand Trunk Pacific	1,653.92	23.85		1.70	2.10	112.50	1,794.07
30	Grand Trunk Pacific, Branch Lines	991.67	8.82			32.14	4.16	1,036.79
31	Herford	52.85	0.21					53.06
32	International of New Brunswick	111.30						111.30
33	Inverness Ry. & Coal Co.	60.91						60.91
34	Kent Northern	27.00						27.00
35	Kettle Valley	308.51			47.17		38.15	393.83
36	Klondike Mines	31.81						31.81
37	Labriere & Megantic	30.00						30.00
38	Maguetauwan River	1.91						1.91
39	Maine Central	5.10						5.10
40	Manitoba Great Northern	91.77					0.99	92.76
41	Maritime Coal Ry. & Power Co.	12.00	3.00					15.00
42	Mississippi Valley				35.46		2.95	38.41
43	Montreal & Atlantic	102.40			82.00			184.40
44	Moncton & Beauséjour	32.00	2.00					34.00
45	Morrissey, Fort & Michel		5.82		5.01			10.85
46	Midland of Manitoba	6.40					69.02	75.42
47	Napier's Line	27.06						27.06
48	National Transcontinental	1,811.17			191.75			2,002.92
49	Nelson & Fort Sheppard	55.42					5.41	60.86
50	New Brunswick Coal & Py. Co.	58.00						58.00
51	New Westminster Southern	15.18						15.18
52	North Shore	6.13	2.56					8.69

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ending June 30, 1918—All tracks.

exploités durant l'exercice terminé le 30 juin 1918—Toutes les voies ferrées.

Second Track.—Voie double.							
Steel rails. Rails d'acier.	Represented by Capital Stock. Représentées par le capital-actions.		Proprietary Companies. Compagnies propriétaires.	Under Lease À bail.	Under Trackage Rights. En vertu de droit de circulation.	Total.	Steel rails. Rails d'acier.
	Main line. Ligne-mère.	Branches and spurs. Embr. et rameaux.					
347.80							1
89.45							2
103.08							3
113.20							4
							5
69.45							6
101.12							7
380.54	226.18	16.86			1.60	244.64	8
35.80							9
1,592.35	35.83			37.03		72.86	10
278.81							11
9,320.15							12
13,294.60	1,159.60			268.00		1,427.60	13
31.00							14
84.78							15
125.20							16
74.18							17
32.00							18
48.50							19
1.45							20
274.16					13.85	13.85	21
14.00							22
406.80							23
27.00							24
199.20							25
21.00							26
35.00							27
3,567.07	711.12			12.25	3.99	727.36	28
1,681.57	14.94				1.46	16.40	29
1,032.63							30
53.06							31
111.30							32
60.91							33
27.00							34
355.68							35
31.81							36
30.00							37
1.91							38
5.10							39
91.77							40
15.00							41
35.46							42
184.40	6.50					6.50	43
34.00							44
10.85							45
6.40							46
27.06							47
2,002.92	5.31					5.31	48
55.42							49
58.00							50
15.18							51
8.63							52

9 GEORGE V, A, 1919

TABLE 1.—Summary of mileage Operated for the year
 TABLEAU 1.—SOMMAIRE du nombre de milles de chemins de fer exploités

Number— Numéro.	Name of Railway. Nom du chemin de fer.	Single Track.—Voie simple.								Total.
		Represented by Capital Stock, —		Proprietary Companies Compagnies proprié- taires.	Under Lease.	À bail.	Under Contract, etc.	À l'entreprise, etc.	Under Trackage Rights, En vertu de droit de cir- culation.	
		Représentées par le capital-actions.								
		Main line — Ligne mère.	Branches and spurs. — Limb. et rai- meaux.							
53	Northern New Brunswick & Sea- board	19 80								19 80
54	Nosbonsing & Nipissing	5 50								5 50
55	Ottawa & New York	56 90							1 90	58 80
56	Pacific Great Eastern	180 27								180 27
57	Père Marquette	198 81								336 65
58	Philipsburg Ry. & Quarry Co	6 00								6 00
59	Quebec Central	138 00	139 00							277 00
60	Quebec Oriental	100 00								100 00
61	Quebec Ry. Light & Power	27 50					3 32			30 82
62	Quebec, Montréal & Southern	190 78	1 40							192 18
63	Red Mountain	9 59								9 59
64	Roberval Saguenay	20 00	16 80							36 80
65	Rutland & Noyan	3 39								3 39
66	Salsbury & Albert	45 00								45 00
67	St. Lawrence & Adirondack	33 40				12 70			14 26	60 40
68	St. Martins	30 00								30 00
69	St. John & Quebec	119 87								119 87
70	St. Clair Tunnel	1 23								1 23
71	Sydney & Louisburg	39 17	28 85	1 05	1 20					70 27
72	Temiscouata	113 00								113 00
73	Timiskaming & Northern Ontario	252 29	76 21							328 50
74	Thousand Islands	6 08	25							6 33
75	Toronto, Hamilton & Buffalo	79 88	20 42						4 36	104 66
76	Vancouver, Victoria and Eastern	269 61							92 13	361 74
77	Victoria & Sidney, B.C.	15 97								15 97
78	Victoria Terminal Ry. & Ferry Co	0 99								0 99
79	Wabash in Canada								245 40	245 40
80	York and Carleton	10 50								10 50
Final totals		17,688 69	5,633 19	12,616 45	2,521 84	418 35	1,028 33			39 906 85

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ending June 30, 1918—All tracks—*Continued.*durant l'exercice terminé le 30 juin 1918—Toutes les voies ferrées—*Suite.*

Second Track.—Voie double.								
Steel rails. — Rails d'acier.	Represented by Capital Stock.		Proprietary Companies — Compagnies propriétaires.	Under Lease. — À bail.	Under Trackage Rights. — En vertu de droit de cir- culation.	Total.	Steel rails. — Rails d'acier.	Number. — Numero.
	Représentées par le capital-actions.							
	Main line.	Branches and spurs.						
	Ligne-mère.	Embr. et rameaux.						
19 80								53
5 50								54
56 90								55
180 27								56
198 81					136 57	136 57		57
6 00								58
277 00								59
100 00								60
30 82	9 50					9 50	9 50	61
192 18								62
9 59								63
36 80								64
3 39								65
45 00								66
46 14								67
30 00								68
119 87								69
1 23								70
70 27	1 00					1 00	1 00	71
113 00								72
328 50	1 70					1 70	1 70	73
6 33								74
100 30	9 79				0 37	10 16	9 79	75
269 61	7 12					7 12	7 12	76
15 97								77
0 99								78
								79
10 50								80
38 878 52	2,188 59	16 86		317 28	157 84	2,680 57	2,522 73	

9 GEORGE V. A. 1919

TABLE I.—Summary of Mileage Operated for the
TABLEAU 1.—Sommaire du nombre de milles de chemins de fer exploités

Yard Track and Sidings—Voies de garage et d'évitement									
Number Numéro	Name of Railway. Nom du chemin de fer.	Represented by Capital Stock Représentées par le capital-actions.		Proprietary Companies. Compagnies propriétaires.	Under Lease. À bail.	Under Contract, etc. À l'entreprise, etc.	Under Trackage Rights. En vertu de droit de circu- lation.	Total.	Iron rail — Rails en fer.
		Main- Line. Ligne- mère.	Branch- es and spurs Embr. et ra- meaux.						
1	Algoma Central & Hudson Bay	26.97	0.68		13.33			40.98	
2	Algoma Eastern	7.95			4.25		1.04	13.24	
3	Atlantic, Quebec & Western	1.80						1.80	
4	Alberta & Great Waterways	7.18						7.18	
5	Be lington & Nelson								
6	Brandon, Sask. & Hudson Bay	10.61						10.61	
7	British Yukon								
8	Canada Southern	181.05	48.90				7.65	237.60	
9	Canada & Gulf Terminal	2.00						2.00	
10	Canadian Govt. Rys. Intercol.	522.96						522.96	
11	" " " " P.E.I.	35.01						35.01	
12	Canadian Northern System			1,260.32	128.15	59.50	1.04	1,449.01	
13	Canadian Pacific	2,645.49			1,181.50			3,826.99	
14	Cape Breton								
15	Carapet	3.05						3.05	
16	Central Vermont	7.93						7.93	
17	Crow's Nest Southern	14.10						14.10	
18	Cumberland Ry. & Coal Co.	16.00						16.00	
19	Central Canada	3.44						3.44	
20	Detroit River Tunnel								
21	Dominion Atlantic	15.71	12.16		5.50		6.00	39.37	
22	Eastern British Columbia	2.19						2.19	
23	Edmonton, Dunvegan & British Columbia	25.35	4.02					30.27	
24	Elgin & Havelock								
25	Esquimalt & Nanaimo	47.10						47.10	
26	Essex Terminal								
27	Fredericton & Grand Lake								
28	Grand Trunk	1,360.49			42.76			1,403.16	
29	Grand Trunk Pacific	394.65				1.16	15.03	410.84	
30	Grand Trunk Pacific Branch Lines	123.34						123.34	
31	Harford	8.38						8.38	0.20
32	International of New Brunswick	5.76						5.76	
33	Inverness Ry. & Coal Co.	8.20						8.20	
34	Kent Northern								
35	Kettle Valley	21.61			6.28		2.29	30.18	
36	Kiashika Mines	2.00						2.00	
37	Lethbridge & Medicine Hat	1.00						1.00	
38	Marquette & River								
39	Main Central								
40	Montreal & Northern	9.61						9.61	
41	Maritime Coal Ry. & Pictou		1.00					1.00	
42	Mississippi Valley				10.58			10.58	
43	Moncton & Atlantic	41.10						41.10	
44	Moncton & Riverview								
45	Moncton, Lorne & Montreal								
46	Moncton & Montreal	11.11						11.11	
47	Napier & Lorne	3.36						3.36	
48	Norfolk & Transcontinental	332.71			62.17			395.08	
49	Norfolk & Fort Sheppard	3.13						3.13	
50	N. B. Brunswick & Coal Ry. Co.	7.00						7.00	
51	N. W. Ontario & Southern	1.31						1.31	
52	N. W. Ontario & Southern	1.37						1.37	

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year ending June 30, 1918—All tracks—*Continued.*pendant l'exercice terminé le 30 juin 1918—Toutes les voies ferrées—*Suite.*

Steel rails. — Rails d'acier.	Total Mileage Operated—All Tracks—Total de milles exploités—Toutes les voies.										Number— Numéro.
	Represented by Capital Stock. — Représentées par le capital-actions.		Proprietary Companies. — Compagnies propriétaires.	Under Lease. — À bail.	Under Contract, etc. — À l'entreprise, etc.	Under Trackage Rights. — En vertu de droit de circulation.	Total.	Iron. — Fer	Steel rails. — Rails en acier.		
	Main Line. — Ligne-mère.	Branches and spurs. — Embr. et rameaux.									
40-98	344-22	22-00	.....	22-56	.....	0-98	389-76	.....	388-78	1
12-20	91-84	4-04	.....	5-77	.....	3-43	105-08	.....	101-65	2
1-80	104-24	0-64	.....	.....	.....	.....	104-88	.....	104-88	3
7-18	120-38	.....	.....	.....	.....	.....	120-38	.....	120-38	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
10-61	80-06	.....	.....	.....	.....	.....	80-06	.....	80-06	6
.....	85-80	15-32	.....	.....	.....	.....	101-12	.....	101-12	7
229-95	633-41	220-12	.....	.....	.....	26-16	879-69	.....	853-53	8
2-00	37-80	.....	.....	.....	.....	.....	37-80	.....	37-80	9
522-96	2,082-96	23-91	.....	76-30	.....	.....	2,188-17	.....	2,034-44	10
35-01	311-24	2-58	.....	.....	.....	.....	313-82	.....	313-82	11
1,447-97	.....	.....	9,933-02	521-61	313-49	160-06	10,928-18	.....	10,768-12	12
3,826-90	6,699-70	4,884-50	3,942-70	2,895-40	126-80	93-90	18,643-09	.....	18,549-10	13
.....	31-00	.....	.....	.....	.....	.....	31-00	.....	31-00	14
3-05	87-83	.....	.....	.....	.....	.....	87-83	.....	87-83	15
7-93	124-53	3-60	.....	.....	.....	.....	133-13	.....	133-13	16
14-10	88-28	.....	.....	.....	.....	.....	88-28	.....	88-28	17
16-00	48-00	.....	.....	.....	.....	.....	48-00	.....	48-00	18
3-44	51-94	.....	.....	.....	.....	.....	51-94	.....	51-94	19
.....	1-45	.....	.....	.....	.....	.....	1-45	.....	1-45	20
33-70	185-72	84-95	.....	37-19	.....	34-14	342-00	.....	307-86	21
2-19	16-19	.....	.....	.....	.....	.....	16-19	.....	16-19	22
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
30-27	382-35	54-72	.....	.....	.....	.....	437-07	.....	437-07	24
.....	27-00	.....	.....	.....	.....	.....	27-00	.....	27-00	25
47-10	186-80	59-50	.....	.....	.....	.....	246-30	.....	246-30	26
.....	9-00	2-00	.....	.....	.....	.....	21-00	.....	21-00	27
.....	35-00	.....	.....	.....	.....	.....	35-00	.....	35-00	28
1,403-16	5,414-83	.....	.....	278-77	.....	15-73	5,709-33	.....	5,693-60	29
395-81	2,063-51	23-85	.....	1-70	4-16	128-99	2,221-31	.....	2,092-32	30
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
123-34	1,115-61	8-82	.....	.....	.....	.....	1,160-13	.....	1,155-97	32
8-18	61-23	0-21	.....	.....	.....	.....	61-44	0-20	61-24	33
5-76	117-06	.....	.....	.....	.....	.....	117-06	.....	117-06	34
8-20	69-11	.....	.....	.....	.....	.....	69-11	.....	69-11	35
.....	27-00	.....	.....	.....	.....	.....	27-00	.....	27-00	36
29-89	332-12	.....	.....	53-45	.....	40-80	426-37	.....	385-57	37
2-00	33-81	.....	.....	.....	.....	.....	33-81	.....	33-81	38
3-00	33-00	.....	.....	.....	.....	.....	33-00	.....	33-00	39
.....	1-91	.....	.....	.....	.....	.....	1-91	.....	1-91	40
.....	5-10	.....	.....	.....	.....	.....	5-10	.....	5-10	41
9-61	101-38	.....	.....	.....	.....	0-99	102-37	.....	101-38	42
3-00	12-00	6-00	.....	.....	.....	.....	18-00	.....	18-00	43
10-58	.....	.....	.....	46-04	.....	2-95	48-99	.....	46-04	44
41-10	150-00	.....	.....	82-00	.....	.....	232-00	.....	232-00	45
.....	32-00	.....	.....	.....	.....	.....	34-00	.....	34-00	46
.....	.....	5-82	.....	5-03	.....	.....	10-85	.....	10-85	47
11-11	17-51	.....	.....	.....	.....	69-02	86-53	.....	17-51	48
3-36	30-42	.....	.....	.....	.....	.....	30-42	.....	30-42	49
395-08	2,144-19	.....	.....	254-12	.....	.....	2,403-31	.....	2,403-31	50
3-13	58-55	.....	.....	.....	.....	5-44	63-99	.....	58-55	51
7-00	65-00	.....	.....	.....	.....	.....	65-00	.....	65-00	52
1-31	16-49	.....	.....	.....	.....	.....	16-49	.....	16-49	53
1-37	7-50	2-50	.....	.....	.....	.....	10-00	.....	10-00	54

9 GEORGE V. A. 1919

TABLE 1—Summary of Mileage Operated for the
TABLEAU 1—Sommaire du nombre de milles de chemin de fer exploités

Number	Nombr e	Name of Railway Nom du chemin de fer	Yard Track and Sidings—Voies de garage et d'évitement.							Total	Iron rail— Rail en fer.
			Represented by Capital Stock, Représentées par le capital-actions.	Main- Line. Lignes mières.	Branch- es and spurs. Lignes et ras- sembleux.	Proprietary Companies, Compagnies propriétaires.	Under Lease, À bail.	Under Contract, etc., À l'entreprise, etc.	Under Trackage Rights, En vertu de droit de circu- lation.		
53		Norfolk & New Brunswick & Sea- board									
54		Noshingsing & Nipissing									
55		Ottawa & New York	11 30							11 30	
56		Pacific & Great Eastern	19 11							19 11	
57		Père Marquette	75 05						23 03	98 08	
58		Philipsburg Ry. & Quarry Co.									
59		Quebec Central									
60		Quebec Oriental	3 40							3 40	
61		Quebec Ry. Light & Power Co.		6 93						6 93	
62		Quebec, Montreal & Southern	23 96	4 09						28 05	
63		Red Mountain	2 99							2 99	
64		Roberval-Saguenay									
65		Ryland & Noyon	0 39							0 39	
66		Sackville & Albert	5 00							5 00	
67		St. Lawrence & Ashcroft	9 14				2 57			11 71	
68		St-Matthew									
69		St. John & Quebec	8 00							8 00	
70		St. Clair & Inter.	0 35							0 35	
71		Sydney & Leamington		52 79						52 79	
72		Tennessy	9 40							9 40	
73		Timiskaming & Northern Ontario	87 96	21 24						109 20	
74		Thousand Island	1 00							1 00	
75		Toronto, Hamilton and Buffalo	62 56	4 07						66 63	
76		Vancouver, Victoria & Eastern	63 50							63 50	
77		Victoria & Sidney B.C.	1 66							1 66	
78		Victoria Terminal Ry. & Ferry Co.	0 58							0 58	
79		Wabash in Canada									
80		York and Carleton									
Grand totals			6 300 92	159 08	1 260 32	1 457 29	60 66	56 08	9 294 35	0 20	

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year ending June 30, 1918—All tracks—*Concluded.*pendant l'exercice terminé le 30 juin 1918—Toutes les voies ferrées—*Fin.*

Total Mileage Operated—All Tracks—Total des milles exploités—Toutes les voies.									
Steel rails. — Rails d'acier.	Represented by Capital Stock.		Proprietary Companies. — Compagnies propriétaires.	Under Lease. — À bail.	Under Contract, etc. — À l'entreprise, etc.	Under Trackage Rights. — En vertu de droit de circu- lation.	Total.	Iron. — Fer.	Steel rails. — Rails d'acier.
	Main Line. — Ligne- mière.	Branches and spurs. — Emb. et rameaux.							Number — Numéro.
.....	19-80	.....	.....	.....	.....	.....	19-80	.....	19-80-3
.....	5-50	.....	.....	.....	.....	.....	5-50	.....	5-50-54
11-30	68-20	.....	.....	.....	.....	1-90	70-10	.....	68-20-55
19-11	199-38	.....	.....	.....	.....	.....	199-38	.....	199-38-56
75-05	273-86	.....	.....	.....	.....	297-44	571-30	.....	273-86-57
.....	6-00	.....	.....	.....	.....	.....	6-00	.....	6-00-58
.....	138-00	139-00	.....	.....	.....	.....	277-00	.....	277-00-59
3-10	103-10	.....	.....	.....	.....	.....	103-10	.....	103-10-60
6-93	37-00	6-93	.....	.....	3-32	.....	47-25	.....	47-25-61
28-05	214-74	5-49	.....	.....	.....	.....	220-23	.....	220-23-62
2-99	12-58	.....	.....	.....	.....	.....	12-58	.....	12-58-63
.....	20-00	16-80	.....	.....	.....	.....	36-80	.....	36-80-64
0-39	3-78	.....	.....	.....	.....	.....	3-78	.....	3-78-65
5-00	50-00	.....	.....	.....	.....	.....	50-00	.....	50-00-66
11-71	12-58	.....	.....	15-27	.....	14-26	72-11	.....	57-85-67
.....	30-00	.....	.....	.....	.....	.....	30-00	.....	30-00-68
8-00	127-87	.....	.....	.....	.....	.....	127-87	.....	127-87-69
0-25	1-58	.....	.....	.....	.....	.....	1-58	.....	1-58-70
52-79	40-17	81-64	1-05	1-20	.....	.....	124-06	.....	124-06-71
9-40	122-40	.....	.....	.....	.....	.....	122-40	.....	122-40-72
109-20	341-95	97-45	.....	.....	.....	.....	439-40	.....	439-40-73
1-00	7-08	0-25	.....	.....	.....	.....	7-33	.....	7-33-74
66-63	152-23	24-49	.....	.....	.....	4-73	181-45	.....	176-72-75
63-50	340-23	.....	.....	.....	.....	92-13	432-36	.....	340-23-76
1-66	17-63	.....	.....	.....	.....	.....	17-63	.....	17-63-77
.....
0-58	1-57	.....	.....	.....	.....	.....	1-57	.....	1-57-78
.....	.....	.....	.....	.....	.....	245-40	245-40	.....	79
.....	10-50	.....	.....	.....	.....	.....	10-50	.....	10-50-80
9,238-27	26,178-20	5,809-13	13,876-77	4,296-41	410-01	1,242-25	51,881-77	0-20	50,639-52

9 GEORGE V. A. 1919

TABLE 2—Railway Capital at close of year ending June 30, 1918.
 TABLEAU 2—Capital des ch. de fer à la fin de l'exercice clos le 30 juin 1918.

Name of Railway. Nom. in chemin de fer.	Stocks— Actions	Funded Debt.—Dette consolidée.			
	Amount Outstanding — Montant impayé	Bonds— Bons	Miscellaneous Obligations. — Obligations diverses.	Equipment Trust Obligations. — Oblig. des ciés de trust p. matériel roulant.	Total Rail- way Capital. — Total du capi- tal du chemin de fer.
	\$	\$	\$	\$	\$
Algoma Central & Hudson Bay	10,000,000	10,398,800		312,000	20,710,800
Algoma Eastern	3,000,000	2,500,000		304,500	5,804,500
Atlantic, Quebec and Western	2,000,000	2,548,675			4,548,675
Alberta and Great Waterways	50,000	7,400,000			7,450,000
Bedlington & Nelson*	1,000,000				1,000,000
Brandon, Saskatchewan & Hudson Bay	2,150,000				2,150,000
British Yukon	2,934,119	2,944,760			4,978,879
Canada & Gulf Terminal	600,000	740,000			1,340,000
Canada Southern	15,000,000	22,630,000			37,630,000
Canadian Northern System	100,000,000	282,601,727		11,756,500	419,358,227
Canadian Pacific	556,966,803	3,650,000		9,480,000	570,096,803
Atlantic & North West		6,453,200			6,453,200
Calgary and Edmonton		5,458,894			5,458,894
Lindsay, Bobcaygeon & Pontypool		500,000			500,000
Manitoba, South Western Coloniza- tion		2,544,000			2,544,000
Guelph Junction	170,000				170,000
New Brunswick		7,821,127			7,821,127
New Brunswick and Canada		170,000			170,000
Fredericton		100,000			100,000
St. John & Maine		216,664			216,664
New Brunswick Southern		500,000			500,000
Ontario & Quebec	21,502,591				21,502,591
St. Lawrence & Ottawa		973,333			973,333
St. Stephen & Milltown	50,000				50,000
Shuswap & Okanagan		108,527			108,527
Joliette & Brandon		125,000			125,000
Toronto, Grey & Bruce		3,500,000			3,500,000
Cape Breton	1,000,000				1,000,000
Carleton Place	1,750,000	500,000			1,750,000
Crow's Nest Southern	4,295,000				4,295,000
Central Vermont					
Montreal & Province Line	1,000,000	200,000			1,200,000
Montreal & Vermont Junction	1,000,000				1,000,000
Stamstead, Shefford & Chambls	608,750	155,865			764,615
Central Canada	625,000				2,625,000
Detroit River Tunnel	1,000,000		2,000,000		21,000,000
Dominion Atlantic	2,443,333	5,498,166	18,000,000		8,141,499
Eastern British Columbia	420,000				420,000
Edmonton, Dismyogan & British Co- lumbia	250,000	9,420,000			9,670,000
Edgar & Hazelock	94,000	50,000			94,000
Essex Terminal	500,000	420,000			720,000
Esquimaut & Nainias	2,500,000	4,842,000			7,342,000
Fredericton & Grand Lake	140,000	465,000			605,000
Grand Trunk	241,247,589	173,562,440		6,906,000	421,716,029
Buffalo & Lake Huron	2,605,632	4,279,456			6,885,088
Central Canadian	500,000	800,000			880,000
Pembroke Southern	178,000	154,000			328,000
Grand Trunk Pacific	14,942,000	173,782,100			198,724,100
G. T. P. Branch Line	1,000,000	16,786,440			17,786,440
Hereford	800,000	800,000			1,600,000
Intercolonial and Bridge Co.	5,500,000	312,260			2,012,260

* Includes land and track.

† Includes 1,806,284,887 of 1918, and 1,806,284,887 of 1919.

* Includes 1,806,284,887 of 1918, and 1,806,284,887 of 1919.

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TABLE 2—Railway Capital at close of year ending June 30, 1918.

TABLEAU 2—Capital des ch. de fer à la fin de l'exercice clos le 30 juin 1918.

Name of Railway. Nom du chemin de fer.	Stocks. — Actions	Funded Debt.—Dette consolidée.			
	Amount. Outstanding — Montant impayé.	Bonds. — Bons.	Miscella- neous Obli- gations. — Obligations diverses.	Equipment Trust Obli- gations. — Oblig. des ch. de fer p. matériel roulant.	Total Rail- way Capital. — Total du capital du ch. de fer.
	\$	\$	\$	\$	\$
Kent Northern.....	75,000	32,000			107,000
Kettle Valley*.....	375,000	13,530,000			13,905,000
Klondike Mines.....	1,375,000	1,091,250			2,466,250
Lake Erie & Detroit River.....	1,400,000	3,000,000			4,400,000
Lake Champlain & St. Lawrence Junction.....	600,000	378,000			978,000
Lotbinière & Megantic.....	50,000				50,000
Manitoba Great Northern.....	2,066,000				2,066,000
Maritime C. R. & P.....	2,027,600	1,620,000			3,647,600
Massawippi Valley.....	800,000				800,000
Midland of Manitoba.....	4,300,000				4,300,000
Montreal & Atlantic.....	3,200,000	1,065,000			4,265,000
Moncton & Buctouche.....	250,000	60,000			310,000
Morrissey, Fernie & Michel.....	1,263,000				1,263,000
Napierville Junction.....	600,000				600,000
Nelson & Fort Sheppard.....	2,846,800				2,846,000
New Westminster Southern.....	600,000				600,000
North Shore (N.B.).....	98,000	35,000			133,000
Northern New Brunswick & Seaboard.....	298,500	297,000			595,500
Ottawa & New York.....	1,000,000	825,000			2,100,000
Pacific Great Eastern.....	25,000,000	20,160,000			45,160,000
Père Marquette (Canada).....		5,870,000			5,870,000
Philipsburg Rty. & Quarry Co.....	124,500	40,000			164,500
Quebec Central.....	3,381,603	6,233,406			9,615,009
Quebec, Montreal & Southern.....	1,000,000		6,000,000		7,000,000
Quebec Oriental.....	119,500	2,047,348			2,166,848
Red Mountain.....	412,600				412,600
Roberval-Saguenay.....	2,000,000	1,260,000	10,000		3,270,000
Rutland & Noyan.....	100,000	100,000			200,000
Salisbury & Albert.....	150,000	250,000			400,000
St. Clair Tunnel.....	700,000	2,500,000			3,200,000
St. Lawrence & Adirondack.....	1,236,675	918,892			2,155,567
St. Martins.....	99,000	90,000			189,000
Temiscouata.....	1,000,000	3,099,669			4,099,669
Thousand Islands.....	60,000	50,000			100,000
Toronto, Hamilton & Buffalo.....	4,512,500	5,280,000		750,000	10,542,500
Vancouver, Victoria & Eastern.....	23,500,000				23,500,000
Victoria & Sidney.....	103,000	300,000			403,000
Victoria, Terminal & Ferry Co.....	500				500
York & Carleton.....	105,000				105,000
Final totals.....	1,093,885,495	825,410,999	26,010,000	29,299,000	11,995,880,494

*On 22.19 miles only. For stock.

*Sur 22.19 milles seulement. Sur actions.

† This total includes \$25,000,000 of Income Bonds issued by the Canadian Northern System, and \$275,000 by the Ottawa & New York.

† Dans ce total sont compris les \$25,000,000 de bons du revenu émis par le réseau du chemin de fer Canadian-Northern et les \$275,000 par le chemin de fer Ottawa & New York.

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TABLE 3. -Statement of Aid, granted and paid to Railways
TABLEAU 3 - Relevé de l'aide accordée et payée aux chemins de fer

Number	Name of Railway. Nom du chemin de fer.	By Dominion Government. Par le gouvernement fédéral.			By Provincial Par les	
		Subsidy Granted. Subsidies accordés.	Subsidy Paid up. Subsidies payés.	Loan. Prêts.	Name of Province. Nom de la province.	Subsidy Granted Subsidies accordés.
		\$ cts.	\$ cts.	\$ cts.		\$ cts.
1	Albert Southern abandoned	50,460 00	50,460 00		N. Brunswick..	48,680 00
2	Harvey Branch	5,553 57	5,553 57		"	9,000 00
3	Alberta Central C.P. Ry.	404,480 00	404,480 00			..
4	Algoma Central and Hud- son Bay.	2,048,704 00	2,048,704 00		Ontario, ..	199,620 00
5	Algoma Eastern.	547,648 00	547,648 00		"	265,000 00
6	Atlantic, Quebec and West- ern	602,800 00	602,800 00			..
7	Brace Mines and Algoma, n.e.t., Lake Huron and N. Ontario	53,920 00	53,920 00		Ontario, ..	50,918 00
8	Canada and Gulf Terminal.	210,053 59	210,053 59		Quebec	..
9	Canada Southern, including Sarnia, Chatham and Eno.				Ontario, ..	..
10	Leamington and St. Clair	51,200 00	51,200 00		"	147,859 00
11	Can. Government Rys.					..
12	Intercolonial, including Canada Eastern	574,839 84	574,839 84		Quebec	..
13	Drummond County	123,936 00	123,936 00			..
14	Federicton and St. Mary's Bridge	30,000 00	30,000 00			..
15	Nova Scotia Steel and Coal Co.'s Ry.	40,000 00	39,840 00		Nova Scotia	40,000 00
16	Prince Edward Island					..
17	Canadian Northern, includ- ing,	374,606 00	374,606 00	25,000,000	Ontario, ..	84,000 00
18	Bay of Quinte	350,455 25	350,455 25		"	..
19	Brookville, Westport and Northwestern	140,800 00	140,800 00		"	278,000 00
20	Central Ontario and Marmora Rly. and Mining Co.	205,862 79	205,862 79		"	19,149 39
21	Edmonton, Yukon and Pacific	30,720 00	30,720 00			..
22	Inverness Rly. and Coal Co.	160,000 00	91,200 00		Nova Scotia	272,000 00
23	Franklin, Bannock and Ottawa	627,000 00	368,545 97		Ontario, ..	315,000 00
24	Manitoba	144,000 00	144,000 00		Manitoba	641,575 25
25	Ontario and Rainy River				Ontario, ..	1,072,800 00
26	Port Arthur, Duluth and Western	1,534,526 00	1,534,526 00		"	255,571 00
27	Halifax and South Western	271,200 00	271,200 00		Nova Scotia	..
28	Central of N.S. and N.S. Southern	819,874 93	819,874 93		"	..
29	Halifax and Yarmouth.	653,776 00	653,776 00		"	156,499 33
30	Liverpool and Milton	160,000 00	160,000 00			..
31	Medford and Victoria Beach.	32,000 00	32,000 00			..
32	Quebec and Lake St. John	125,760 00	125,760 00		Quebec	2,533,000 00
33	Can. Northern Ontario	1,454,695 00	1,261,463 50		Ontario	..
34	Can. Northern Quebec	14,775,872 00	11,467,725 94		Quebec	1,194,129 46
35	Can. Northern Alberta	2,020,616 89	2,020,616 89			..
36	Can. Northern Pacific	3,094,104 00	3,094,104 00			..
37	Central of Canada	5,987,521 00	5,987,520 00			..
38	Canadian Pacific	30,145 02	30,145 02			..
39	Owned	30,369,374 70	30,369,374 70		Manitoba	375,377 50
40	Canada Central	10,189,521 00	10,189,521 00		British Colum- bia	37,500 00
41	Lake Timiskaming Colo- nization	1,525,250 00	1,525,250 00		Ontario, ..	1,479,000 00
42	Montreal and Western	310,335 95	310,335 95		Quebec	350,076 82
43	North Shore	361,270 00	361,270 00		"	472,500 00
44	Quebec, Montreal, Otta- wa and Occidental	1,500,000 00	1,500,000 00		Quebec	727,000 00

* Secured by the Guaranteed Bonds of the Co. / Assuré par les actions garanties de la compagnie.

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by Governments and Municipalities, to 30 June, 1918.

par les gouvernements et les municipalités jusqu'au 30 juin 1918.

Governments. gouvernements provinciaux.			By Municipalities. Par les municipalités.				Number Numéro
Subsidy Paid up. Subsidies payés.	Loan. Prêts.	Subscription to Shares. Actions souscrites.	Subsidy Granted. Subsidies accordés.	Subsidy Paid up. Subsidies payés.	Loan. Prêts.	Subscription to Shares. Actions souscrites.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
48,680 00							1
9,000 00							2
							3
199,620 00							4
265,000 00							5
							6
50,918 00			500 00	500 00			7
			20,600 00	20,600 00			8
							9
			322,500 00	322,500 00			10
147,859 00							11
							12
							13
			15,000 00	15,000 00			14
							15
40,000 00			4,000 00	4,000 00			16
							17
						650,000 00	18
84,000 00			197,990 43	197,990 43			19
			116,090 00	116,090 00			20
278,000 00			93,500 00	93,500 00			21
19,149 39							22
							23
223,000 00			100,000 00	50,000 00			24
135,000 00							25
641,575 25							26
1,072,800 00			50,000 00	50,000 00			27
255,571 00			40,000 00	40,000 00			28
	4,447,000 00						29
			88,874 17	88,874 17			30
156,499 33			15,338 93	15,338 93			31
							32
							33
2,368,816 88			12,000 00	12,000 00		450,000 00	34
			20,000 00	20,000 00			35
1,194,129 46			82,000 00	82,000 00		200,000 00	36
							37
							38
372,157 50							39
			572,500 00	464,761 29			40
37,500 00							41
1,479,000 00						42,500 00	42
							43
350,076 82							44
472,500 00							
727,000 00	1,176,956 00		25,000 00	25,000 00	771,644 62		

S. GEORGE V. A. 1919

TABLE 3.—Statement of Aid granted and paid to Railways
TABLEAU 3.—Relevé de l'aide accordée et payée aux chemins de

Number— Numéro.	Name of Railway Nom du chemin de fer	By Dominion Government Par le gouvernement fédéral			By Provincial Par les	
		Subsidy Granted Subsidies accordés	Subsidy Paid up Subsidies payés	Loan Prêts	Name of Province Nom de la province	Subsidy Granted Subsidies accordés
		\$ cts	\$ cts	\$ cts		\$ cts
	Canadian Pacific—Gen. Leased—					
45	Alberta Ry. and Irriga- tion Co.	148,094 00	148,094 00			
46	Esquimalt and Nanaimo	1,520,560 00	1,520,560 00			
47	Kingston and Pembroke	48,000 00	48,000 00		Ontario	456,493 00
48	St. Maurice Valley	173,120 00	173,120 00		"	
49	Atlantic and North West	888,800 00	888,800 00		Quebec	711,122 00
50	Cap de la Madeleine	7,424 00	7,424 00			
51	Columbia and Kootenay	88,800 00	88,800 00			
52	Credit Valley				Ontario	531,000 00
53	Fredericton				N.B.	230,000 00
54	Guelph Junction	51,200 00	46,000 00		Ontario	
55	Guelph and Goderich					
56	Landsey, Bobcaygeon and Pontypool	185,173 00	185,173 00			52,500 00
57	Manitoba and Northwest- ern				Manitoba	
58	Manitoba South West Colonization					
59	Montréal and Lake Maski- nongé	41,280 00	41,280 00		Quebec	87,750 00
60	Montréal and Ottawa	192,000 00	192,000 00		Ontario	100,000 00
61	Nakusp and Shewan	121,600 00	117,760 00		Quebec	182,210 00
62	New Brunswick				N.B.	
63	New Brunswick and Cana- dian				N.B.	76,000 00
64	New Brunswick Southern					575,000 00
65	Nicola, Kamloops and Similkameen	200,800 00	200,800 00			413,000 00
66	Northern Colonization	255,200 00	255,200 00		Quebec	96,000 00
67	Ontario and Quebec	196,000 00	196,000 00		Ontario	
68	Ottawa, Northern and Western	950,000 00	821,000 20		Ontario	50,000 00
69	Oxford Mountain	202,926 50	202,926 50		Quebec	1,316,389 15
70	Saskatchewan and West- ern				Quebec	138,884 92
71	Shuswap and Okanagan	163,200 00	163,200 00		Manitoba	
72	St. John Bridge and Ry. Extension			41,000 00	N.B.	5,181 81
73	St. John and Maine					880,000 00
74	St. Lawrence and Ottawa				Ontario	
75	St. Mary's and Western Ontario	67,709 00	67,709 00		"	
76	St. Stephen and Midtown	11,848 00	11,848 00		N.B.	13,920 00
77	Tillsonburg, Lake Erie and Pacific	158,871 48	150,071 48		Ontario	38,564 00
78	Tobique Valley	134,016 00	134,016 00		N.S.	70,000 00
79	Toronto, Grey and Bruce	4,656 00	44,656 00		Ontario	375,282 00
80	Vancouver and Inter- land	61,670 00	61,670 00			
81	West Ontario Pacific	60,000 00	60,000 00		Ontario	
82	Wye and Breton	196,800 00	196,800 00		N.S.	99,200 00
83	Yamport	224,000 00	224,000 00		N.B.	180,000 00
84	Yamport	53,699 20	53,699 20		"	41,950 00
85	Yamport, Collier and Ry. Co.	12,800 00	12,800 00			
86	Yamport, Ry. and Ry. Co.	44,800 00	44,800 00		N.S.	184,150 00
87	Yamport, Ry. and Ry. Co.					
88	Yamport, Ry. and Ry. Co.	1,196,369 00	1,196,369 00			
89	Yamport, Ry. and Ry. Co.	44,800 00	44,800 00		N.S.	44,800 00
90	Yamport, Ry. and Ry. Co.	500,000 00	500,000 00			679,197 45
91	Yamport, Ry. and Ry. Co.	399,060 40	399,060 00			185,600 00

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by Governments and Municipalities, to 30th June, 1918—*Continued*
 fer par les gouvernements et les municipalités jusqu'au 30 juin 1918—*Suite.*

Governments. gouvernements provinciaux.			By Municipalities. Par les municipalités.				Number Numéro.
Subsidy Paid up. — Subsidies payés.	Loan. — Prêts.	Subscriptions to Shares. — Actions souscrites.	Subsidy Granted — Subsidies accordés.	Subsidy Paid up. — Subsidies payés.	Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
							45
							46
456,493 00			509,320 00	509,320 00			47
							48
699,192 08						325,900 00	49
							50
							51
531,000 00			1,085,000 00	1,085,000 00			52
230,000 00			80,000 00	80,000 00			53
						193,000 00	54
			31,000 00	31,000 00			55
52,500 00			73,000 00	73,000 00			56
			215,600 00	215,600 00			57
	900,000 00						58
87,750 00							59
100,000 00							60
182,210 00			5,300 00	5,300 00			
	647,074 00						61
76,000 00			23,000 00	23,000 00			62
575,000 00			47,500 00	47,500 00			63
413,000 00			3,000 00	3,000 00			64
							65
96,000 00							66
			52,500 00	52,500 00			67
50,000 00			150,000 00	150,000 00			68
1,192,672 58			101,000 00	100,000 00			
138,884 92			3,000 00	3,000 00			69
			10,000 00	10,000 00			70
							71
5,181 81							72
880,000 00		300,000 00				60,000 00	73
					300,000 00	90,000 00	74
			80,000 00	77,996 39			75
13,920 00							76
38,564 00			75,000 00	75,000 00			77
70,000 00							78
375,282 00			988,000 00	969,561 44			79
							80
			25,000 00	25,000 00			81
99,200 00			10,000 00	10,000 00			82
180,000 00							83
41,950 00							84
							85
173,650 00							86
							87
							88
44,800 00			27,685 00	27,685 00			89
679,197 45			250,000 00	250,000 00			90
183,510 40			36,000 00	36,000 00			91

TABLE 3.—Statement of Aid, granted and paid to Railways
TABLEAU 3—Relevé de l'aide accordée et payée aux chemins de fer

Number	Name of Railway. Nom du chemin de fer	By Dominion Government. Par le gouvernement fédéral.			By Provincial Par les	
		Subsidy Granted.	Subsidy Paid up.	Loan.	Name of Province.	Subsidy Granted.
		Subsides accordés.	Subsides payés.	Prêts.	Nom de la province.	Subsides accordés.
		\$ cts.	\$ cts.	\$ cts.		\$ cts.
92	Edmonton D. & R.C.	160,352 00	125,202 84			
93	Elgin and Havelock	182,652 82	182,652 82		New Brunswick	107,500 00
94	Fredericton and Grand Lake.	216,576 00	216,576 00			
95	Grand Trunk, including ..			15,142,633 33		
96	Beauharnois Junction	62,400 00	62,400 00		Quebec	179,073 00
97	Brantford, Norfolk and Port Burwell				Ontario	68,000 00
98	Buffalo and Lake Huron				"	
99	Cobourg, Blairton and Marmora.				"	18,740 00
100	Grand Trunk, Victoria Jubilee Bridge.	500,000 00	500,000 00			
101	Grand Trunk, Georgian Bay and Lake Erie.				Ontario	336,000 00
102	Grand Junction, Belleville and N. Hastings.	21,888 00	21,888 00		"	224,660 00
103	Owen Sound Branch.	39,744 00	39,744 00		"	
104	Hamilton and North Western.				"	565,020 00
105	London, Huron and Bruce				"	178,630 00
106	Midland, Ontario.				"	168,350 00
107	Montreal and Champlain Junction.	103,600 00	103,600 00		Quebec	150,000 00
108	Northern.				Ontario	196,188 00
109	North Simcoe.				"	83,300 00
110	Northern Pacific Junction	1,320,000 00	1,320,000 00			
111	South Norfolk	54,400 00	54,400 00		Ontario	
112	Toronto and Nipissing				"	105,212 00
113	Lake Simcoe Junction				"	53,000 00
114	Victoria				"	312,000 00
115	Waterloo Junction.	32,800 00	32,800 00		"	
116	Wellington, Grey and Bruce				"	241,276 00
117	Wentworth, Port Perry and Lindsay				Ontario	94,957 59
118	Canada Atlantic.	282,355 20	282,355 20		Ontario	270,000 00
					Quebec	200,000 00
119	Ottawa, Arnprior and Parry Sound	932,512 00	932,512 00		Ontario	577,326 06
120	Central Counties				"	
121	Pembroke Southern	64,000 00	64,000 00		"	55,500 00
122	Grand Trunk Pacific	14,994,416 66	14,994,416 66	17,500,000 00	"	376,320 00
		1,269,299 20	1,269,299 20			
123	Hereford	170,560 00	170,560 00		Quebec	103,000 00
124	International of New Bruns- wick	726,080 00	726,080 00		New Brunswick	275,000 00
125	Kent, Northern, and.	58,334 27	58,334 27		"	135,000 00
126	St. Louis and Richibucto abandoned	22,400 00	22,400 00		"	21,000 00
127	Kettle Valley.	2,174,190 72	2,174,190 72		British Colum- bia	1,110,700 00
128	Klondike Mines	197,484 00	197,484 00			
129	*Kootenay Central	1,065,856 00	1,065,856 00			
130	L'Assomption, abandoned	11,200 00	11,200 00			
131	*Lake Erie and Northern	320,191 40	320,191 40			
132	Lake Erie and Detroit River and	571,851 00	571,851 00		Ontario	83,000 00
133	London and Port Stanley.				"	
134	Leominster and Megantic	96,000 00	96,000 00		Quebec	126,994 00
135	Magnetawan River	3,552 00	3,552 00		Ontario	10,000 00

*Cash paid for land relinquished by Company. *Montant payé pour terres remises par la compagnie.

†Include a loan used iron rails. †Paid under the special "Implement Clause."

†Y compris rails de fer avant servi. †Payé en vertu de "Implement Clause."

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by Governments and Municipalities, to June, 1918.—*Continued.*
 par les gouvernements et les municipalités jusqu'au 30 juin 1918—*Suite.*

Government. gouvernements provinciaux.			By Municipalities. Par les municipalités.				No. — N ^o
Subsidy Paid Up. — Subsidies payés.	Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	Subsidy Granted. — Subsidies accordés.	Subsidy Paid Up. — Subsidies payés.	Subsidy Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	
\$ cts	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
107,500 00			13,000 00	13,000 00			93
							94
							95
179,073 00							96
							97
68,000 00							98
			966,000 00	966,000 00			99
18,740 00	26,000 00		113,000 00	113,000 00			100
							101
336,000 00			929,000 00	929,000 00			102
224,660 00			213,000 00	213,000 00		50,000 00	103
			85,500 00	85,500 00			104
565,020 00			599,805 00	599,805 00			105
178,630 00			311,500 00	311,500 00			106
168,350 00			144,870 85	144,870 85			107
150,000 00			21,774 00	21,774 00			108
196,188 00			241,980 00	241,980 00		390,000 00	109
83,300 00							110
			65,000 00	65,000 00			111
105,212 00			376,702 59	376,702 59			112
53,000 00			100,000 00	100,000 00			113
312,000 00			186,000 00	186,000 00			114
			47,000 00	47,000 00			115
							116
241,276 00			682,000 00	682,000 00			117
94,957 59			222,094 93	222,094 93			118
270,000 00			154,392 00	152,900 00		32,000 00	119
200,000 00							
577,326 06							120
			24,000 00	24,000 00			121
55,500 00			20,000 00	20,000 00			122
376,320 00			350,000 00	350,000 00			123
84,226 36							124
275,090 00			5,000 00	5,000 00			125
135,000 00							126
21,000 00							127
1,110,700 00							128
							129
							130
							131
							132
83,000 00			356,500 00	356,500 00			133
					1,332,854 00	414,000 00	134
126,994 00							135
10,000 00							136

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TABLE 3—Statement of Aid, granted and paid to Railways
TABLEAU 3—Relevé de l'aide accordée et payée aux chemins de fer

No.	Name of Railway. N Nom du chemin de fer.	By Dominion Government. Par le gouvernement fédéral.			By Provincial Par les	
		Subsidy Granted. Subsidies accordés.	Subsidy Paid Up. Subsidies payés.	Loan. Prêts.	Name of Province. Nom de la province.	Subsidy Granted. Subsidies accordés.
		\$ c.	\$ c.	\$ c.		\$ c.
136	Maritime Coal, Ry. and Power Co.	40,700 00	40,700 00		Nova Scotia	39,788 00
137	Massawippi Valley.	5,376 00	5,376 00		Quebec	5,000 00
138	Minudie Coal and Ry. Co.	18,544 00	18,544 00			
140	Montreal and Atlantic and				Québec	444,000 00
141	Lake Champlain and St. Lawrence Jet.				"	250,280 00
142	Montreal and Province Line	58,560 00	58,560 00		"	231,122 00
143	Moncton and Buctouche	102,400 00	101,600 00		N.-Brunswick	96,000 00
144	Napierville Junction.	173,440 00	173,440 00		Québec	
145	New Brunswick Coal and Ry. Co.	190,400 00	190,400 00		N.-Brunswick	224,000 00
146	New Brunswick and Prince Edward Island.	113,440 00	113,440 00		"	99,708 90
147	North Shore (N.B.)	27,616 00	27,616 00		"	16,200 00
148	Northern New Brunswick and Seaboard	108,160 00	108,160 00			
149	Ottawa and New York.	262,384 00	262,384 00		Ontario	35,000 00
150	Phillipsburg Ry. and Quarry Co.	23,712 00	23,712 00		Québec	25,667 00
151	Pontiac and Renfrew	13,600 00	13,600 00		"	17,433 00
152	Quebec Bridge and Ry. Co.	374,353 33	374,353 33		"	250,000 00
153	Quebec Ry., Light and Power Co.	96,000 00	96,000 00		"	306,945 50
154	Quebec Central	585,038 90	585,038 90		"	1,076,423 14
155	Quebec Oriental.	846,885 01	846,885 01		"	1,596,390 00
156	*Quebec and Saguenay	248,801 28	248,801 28			
157	Quebec, Montreal and Southern, and	515,017 19	515,017 19		Québec	207,565 00
158	United Counties Eastern Richelieu Valley	69,952 00	69,952 00		"	115,215 00
159	South Shore.	296,998 38	296,998 38		"	276,645 00
160	Roberval and Saguenay	231,787 80	231,787 80		"	
161	Salisbury and Albert	29,665 45	29,391 01		N.-Brunswick	455,000 00
162	Schomberg and Aurora	48,000 00	46,144 00			
163	*Southampton (N.B.)	81,280 00	81,280 00			
164	St. Clair Tunnel.	375,000 00	375,000 00			
165	St. Lawrence and Adirondack	149,481 60	149,481 60		Québec	70,400 00
166	St. John and Quebec.	884,236 51	884,236 51			
167	St. Martins.	83,612 54	83,612 54		N.-Brunswick	145,600 00
168	Sydney and Louisburg					
169	*Donn. Coal Co.	89,600 00	87,808 00		Nova Scotia	87,808 00
169*	Thessalon and Northern Ontario	6,112 00	6,112 00			
170	Témiscouata	645,950 00	645,950 00		Québec	362,250 00
					N.-Brunswick	66,000 00
171	Témiskaming and Northern Ontario	2,134,080 00	2,134,080 00			
172	Thousand-Islands	61,200 00	29,840 00		Ontario	
173	Toronto, Hamilton and Buffalo.	57,600 00	57,600 00		"	
174	York and Carleton	32,896 00	32,896 00		N.-Brunswick	25,247 00
Total		118,844,432 43	117,682,628 44	58,076,533 33		31,374,181 87

* Includes used iron rails. *Y compris le prêt de rails ayant servi.

; Includes Ha Ha Bay Railway. ;Y compris le chemin de fer de la Baie des Ha Ha.

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by Governments and Municipalities, to 30th June, 1918—*Concluded.*par les gouvernements et les municipalités jusqu'au 30 juin 1918—*Fin.*

Governments. gouvernements provinciaux.			By Municipalities. Par les municipalités.				No. — N ^o
Subsidy Paid up. — Subsides payés.	Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	Subsidy Granted. — Subsides accordés.	Subsidy Paid up. — Subsides payés.	Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	
\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
39,788 00							137
5,000 00						65,000 00	138
							139
315,891 89						528,000 00	140
250,280 00			51,000 00	36,000 00			141
231,122 00			25,000 00	25,000 00			142
94,500 00			10,000 00	10,000 00			143
							144
224,000 00							145
99,708 90							146
16,200 00							147
							148
35,000 00			85,000 00	85,000 00			149
25,667 00							150
17,433 60							151
250,000 00			300,000 00	290,817 46			152
306,945 50							153
1,076,123 14			103,000 00	103,000 00			154
947,199 25			50,500 00	9,000 00			155
							156
207,565 00							157
115,215 00							158
276,645 00			25,000 00	25,000 00			159
			12,365 30	12,365 30			160
455,000 00			70,000 00	70,000 00			161
							162
							163
							164
70,400 00							165
145,600 00							166
							167
82,000 00							168
							169
362,250 00			25,000 00	25,000 00			170
66,000 00							
			10,000 00	10,000 00			171
							172
			268,000 00	265,500 00			173
25,247 00							174
29,940,865 16	7,197,030 00	300,000 00	12,919,693 20	12,670,837 78	2,404,498 62	3,489,500 00	

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TABLE 4.—Earnings of Railways for the year ending June 30, 1918.

TABLEAU 4.—Revenu des chemins de fer pendant l'exercice terminé le 30 juin 1918.

Name of Railway Nom du chemin de fer	Earnings—Revenues				Total Gross including other Earnings from Operation		Operating Expenses— Frais d'exploitation		Net Operating Earnings— Revenues nettes
	Passenger Voyageurs	Freight and Switching Marchandises et avarillage	Other Earnings from Operation Autres recettes prov. de l'exploitation	cts	\$	cts	\$	cts	
Agassiz Central & Hudson Bay	49,728.79	1,501,837.78	399,275.87		2,000,842.41		1,422,226.54		578,615.90
Algoma Eastern	57,183.67	763,934.18	58,049.74		879,158.59		591,427.63		287,730.96
Alberta & Great Waterways	28,215.56	50,360.15	12,131.48		90,707.19		100,563.96		-9,856.77
Amelia, Quebec & Western	42,758.57	129,545.77			182,304.34		180,668.59		1,635.75
Brierley, Saskatchewan & Hudson Bay	25,940.03	23,293.63	470.08		49,703.74		144,381.11		-94,677.37
British Yukon	45,040.55	167,336.17	3,429.47		215,797.19		122,840.70		92,956.49
Canada & Gulf Terminal	20,567.33	49,063.71	2,113.46		72,744.50		62,637.21		9,703.29
Canada Southern	4,479,553.31	10,771,470.33	113,788.74		15,364,792.38		10,126,269.77		5,238,522.61
Canadian Government Railways— Inter-colonial	6,731,709.66	12,836,185.79	681,247.31		20,259,232.76		22,338,224.71		-2,079,001.95
Prince Edward Island	208,788.53	306,361.61	137,995.72		653,145.86		1,190,379.50		-537,233.64
Inter-colonial of New Brunswick	39,009.23	124,898.18	1,127.60		165,035.01		336,629.65		-170,685.64
St. John & Quebec	33,903.13	64,419.40	361.68		98,684.21		157,680.22		-58,996.01
Transcontinental	1,217,755.48	7,681,679.61	73,748.52		8,973,203.61		11,173,708.66		-2,199,505.05
Canadian Northern System	9,062,065.29	32,370,273.38	2,035,487.21		44,067,825.88		38,524,266.43		5,543,559.45
Canadian Pacific	43,583,160.36	101,706,249.34	4,984,691.95		150,274,101.65		111,569,948.96		38,704,152.69
Cape Breton	8,976.60	5,642.64			14,619.24		26,703.42		-12,084.18
Catapet & Gulf Shore	21,958.35	83,806.93			105,825.28		105,041.68		780.60
Central Canada	10,980.65	11,628.90			23,365.01		51,878.47		-28,513.46
Central Vermont	128,186.51	211,580.00	5,832.41		345,598.92		306,678.92		38,920.00
Crow's Nest Southern	14,902.63	76,490.84	1,319.49		92,763.96		197,317.87		-104,553.91
Cumberland	19,174.73	103,554.77	7,086.35		129,815.85		115,146.79		14,669.06
Portman Atlantic	476,706.29	517,001.93	19,065.76		1,012,773.98		915,553.84		297,220.14
Eastern British Columbia	2,078.82	38,500.82	772.60		41,352.62		41,650.52		-298.50
Edmonton, Dunvegan & British Columbia	233,945.10	413,221.61	17,049.42		664,186.13		516,018.85		148,167.28
Elgin & Havelock	1,300.01	14,696.79			16,056.80		20,598.51		-4,541.71
Essex Terminal	92,592.16				119,187.06		88,858.95		30,328.11
Esquimaux & Nanaimo	265,882.02	532,159.21	23,784.46		821,825.69		525,471.40		296,354.29
Fredericton & Grand Lake Coal & Railway Co.	11,382.39	139,458.76	80.97		150,922.63		80,056.08		64,865.95

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Grand Trunk System	13,917,578 88	36,005,741 20	1,043,008 43	50,966,328 51	43,252,004 19	7,714,324 32
Grand Trunk Pacific	1,948,721 35	5,795,830 73	111,189 21	7,855,741 29	8,269,814 01	-414,072 72
Grand Trunk Pacific Branch Lines	1,480,425 23	1,334,050 37	22,209 75	1,836,685 35	2,455,587 85	-618,902 50
Hereford	24,272 90	44,235 01	680 42	69,168 33	155,047 60	-85,879 27
Kent Northern	11,344 04	19,385 34	1,334 68	32,064 06	23,609 41	8,454 65
Kettle Valley	243,331 25	348,841 46	15,597 44	607,770 15	646,063 41	-38,293 26
Lotbiniere & Megantic	6,167 78	35,324 22	15 00	41,507 00	35,907 56	5,599 44
Maine Central	13,696 94	7,171 76		20,868 70	19,771 84	1,096 86
Manitoba Great Northern	4,991 75	17,654 52	512 09	23,158 36	125,705 53	-102,547 17
Maritime Coal, Railway & Power Co.	7,132 40	100,001 47	60 00	107,193 87	78,241 23	28,952 64
Massawippi Valley	69,171 38	148,610 19	2,661 53	220,443 10	313,703 04	-93,259 94
Midland of Manitoba	136,091 99	133,953 57	13,348 48	283,394 04	364,068 26	-80,674 22
Moncton & Buctouche	12,570 16	21,147 11	1,070 20	34,787 47	61,137 85	-26,350 38
Montreal & Atlantic	234,405 31	1,171,843 60	39,465 00	1,445,713 91	1,436,751 89	8,962 02
Morrissey, Fernie & Michel	10,556 00	83,914 64		94,770 64	82,528 47	12,242 17
Naperville Junction	96,742 48	195,397 92	1,234 87	293,375 27	201,396 18	91,979 09
Nelson & Fort Sheppard	23,196 92	28,859 74	3,234 50	55,291 16	108,484 41	-53,193 25
New Brunswick Coal & Railway Co.	18,836 79	58,301 96	1,258 09	58,426 84	53,596 81	4,830 03
New Westminster Southern	609 97	4,394 70	1 92	5,006 59	17,617 56	-12,610 97
Ottawa & New York	118,303 57	160,498 84	1,844 77	280,647 18	356,802 84	-76,155 66
Pere Marquette	140,698 09	3,121,464 64	27,036 50	3,289,199 23	2,035,563 19	1,253,636 04
Quebec Central	519,942 81	1,409,443 62	33,171 71	1,962,558 14	1,409,308 43	553,249 71
Quebec Oriental	171,767 83	469,053 78	4,849 62	645,671 23	674,935 58	-29,264 35
Quebec Railway, Light & Power Co.	76,758 34	224,850 79		301,609 13	275,631 88	25,974 25
Red Mountain	4,239 59	116,308 43	293 49	120,841 51	98,762 93	22,078 58
Roberval-Saguenay	2,821 09	8,800 05	476 19	12,187 33	34,070 18	-21,882 85
Rutland & Noyan	18,879 05	162,241 92	18,421 77	199,542 74	149,987 17	49,555 57
Saskiary & Albert	2,974 64	7,682 36		10,657 00	16,532 35	-5,875 35
St. Lawrence & Adirondack	9,652 03	36,167 73	4,858 05	50,677 81	50,580 06	97 75
St. Martins	266,090 33	1,081,807 31	14,987 12	1,362,884 76	725,539 39	637,345 37
St. Martins	3,707 88	10,866 83	85 65	14,660 36	18,450 87	-3,790 51
Sydney & Louisbourg	56,499 20	842,922 40	21,291 36	920,712 96	813,538 60	107,174 36
Teniscouata	63,256 31	228,844 51	8,860 29	300,961 11	233,954 99	67,006 12
Teniskaming & Northern Ontario	779,174 92	1,765,936 92	105,998 03	2,651,109 87	2,172,303 51	478,806 36
Thousand Islands	13,940 17	29,195 13	3,752 93	46,888 23	32,199 89	14,688 34
Toronto, Hamilton & Buffalo	512,385 69	1,987,490 64	65,832 04	2,565,708 37	1,667,237 64	898,470 73
Vancouver, Victoria & Eastern	161,381 23	429,502 29	70,716 62	661,600 14	1,189,318 59	-527,718 45
Victoria & Sidney, B.C.	19,205 10	11,655 06	284 74	31,144 90	34,431 77	-3,286 87
Victoria Terminal Railway & Ferry Co.	1,434 32	725 43	42 91	2,202 66	2,185 45	17 21
Wabash (in Canada)	514,979 71	3,061,492 69	58,805 61	3,635,278 01	3,123,097 68	511,280 33
York & Carleton	1,861 74	7,783 58		9,645 32	8,229 76	1,415 56
Final total	88,192,056 42	231,813,388 85	10,214,704 68	330,220,149 95	273,955,435 79	56,264,714 16

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Hereford	44,205 63	1,356	20,422 87	4,594	141 85	2,982 12
Kent Northern	19,385 34	1,549	8,359 83	2,901	258 48	2,722 84
Kettle Valley	331,217 32	1,566	189,415 91	2,811	2,267 90	8,916 48
Lotbinière & Megantic	35,324 52	3,966	4,423 73	2,811	16,576 54	1,744 05
Maine Central	7,171 76	-637	12,702 10	2,492	46 46	138 94
Manitoba Great Northern	16,780 95	-909	4,178 66	2,811	33 07	283 28
Maritime Coal, Railway & Power Co.	99,129 47	3,442	5,898 34	3,998	72 50	500 68
Massachusetts Valley	147,178 83	-886	64,581 50	2,753	398 90	3,191 02
Midland of Manitoba	127,141 42	1,025	90,066 91	2,483	815 93	8,795 48
Moncton & Buctouche	127,141 11	5,176	11,463 31	2,400	13 65	785 92
Montréal & Atlantic	1,160,435 01	1,173	197,964 97	2,438	1,975 76	12,721 11
Morrissey, Fernie & Michel	78,448 03	2,758	10,856 00	1,694	684 55	588 40
Naperville Junction	195,370 63	-806	85,771 37	3,036	153 54	1,510 20
Nelson & Fort Sheppard	28,859 74	2,651	19,238 62	3,315	1,202 56	1,202 56
New Brunswick Coal & Railway Co.	38,301 96	5,679	16,217 12	2,598	3 12	4,837 24
New Westminster Southern	4,394 70	3,202	387 22	2,729	655 90	10,896 72
Ottawa & New York	160,154 74	-614	86,432 22	2,609	1,111 57	27,736 70
Père Marquette	3,091,880 85	-577	99,279 81	2,512	4,104 73	3,187 59
Quebec Central	1,409,443 62	1,490	446,647 68	2,300	1,054 52	3,988 35
Quebec, Montréal & Southern	467,522 19	1,276	149,982 84	2,669	313 71	296 00
Quebec Oriental	224,850 79	1,312	65,929 55	2,899	1,241 41	21 84
Quebec Railway, Light & Power Co.	114,124 06	3,363	4,239 59	1,525	81 81	9,923 08
Red Mountain	7,786 05	3,374	1,581 12	2,725	828 24	1,012 00
Roberval—Saguenay	103,565 12	1,808	17,115 05	2,823	481 45	6,318 18
Rutland & Noyan	7,682 36	-694	2,893 17	2,844	563 84	20,478 56
Salisbury & Albert	36,167 73	3,034	6,576 83	2,673	5,025 83	1,014 92
St. Lawrence & Adirondack	1,081,511 99	1,078	219,434 44	1,697	2,134 32	3,828 35
St. Martins	10,866 83	6,515	2,998 70	2,626	877 63	11,415 10
Sydney & Louisbourg	827,998 87	1,390	52,143 42	2,588	2,950 84	396 10
Temiskamata	224,948 22	2,521	52,990 86	2,880	2,582 47	25 29
Thousand Islands	1,756,737 75	-810	607,643 68	2,470	262,576 39	3,288,733 75
Toronto, Hamilton & Buffalo	29,145 88	11,834	8,109 26	3,370	3,179,760 94	2,527 20
Vancouver, Victoria & Eastern	1,851,697 73	1,370	423,774 13	2,584	435 45	9,923 08
Victoria & Sydney, B.C.	381,641 50	1,250	113,167 85	2,795	1,012 00	6,318 18
Victoria Terminal Railway & Ferry Co.	10,987 10	6,080	17,195 86	2,531	4,547 02	1,012 00
Wabash (in Canada)	725 43	6,120	1,257 06	2,483	2,950 84	3,828 35
York & Carleton	3,061,457 89	-494	369,805 82	1,361	11,415 10	396 10
	7,783 58		1,557 30		2,582 47	25 29
Final total	228,244,416 07	67,089,362 62	595,790 35	262,576 39	3,179,760 94	3,288,733 75

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Hereford	592 00	134 06	29 38	8,530 20	11,878 44	68,507 91
Kent Northern	2,002 89		5,745 70			30,729 38
Kettle Valley	17,401 40					591,949 89
Lothburiere & Megantic						41,492 00
Maine Central	899 44					20,868 70
Manitoba Great Northern	493 21		873 37			22,646 27
Maritime Coal, Railway & Power Co.	600 88		872 00			107,133 87
Massawippi Valley	999 96		1,431 36			217,781 57
Midland of Manitoba	18,705 13		6,785 23		26 92	259,558 10
Moncton & Buctouche	252 18	75 10				33,717 27
Moncton & Atlantic	18,521 90	3,196 57			3,710 00	1,406,248 91
Morrissey, Fernie & Michel		565 76			224 21	94,770 64
Napierville Junction	9,131 80					292,140 40
Nelson & Fort Sheppard	2,265 93		5,242 40			52,048 68
New Brunswick Coal & Railway Co.	1,417 11		27 29			57,138 75
New Westminster Southern	219 00					3,004 67
Ottawa & New York	23,320 46			122 89		278,925 30
Pere Marquette	26,956 73	3,025 67	344 10		1,529 61	3,293,561 36
Quebec Central	33,917 98	2,304 79	29,583 79			1,921,910 71
Quebec, Montreal & Southern	15,242 20	142 88	1,531 59			640,821 61
Quebec Oriental	5,588 33					301,609 13
Quebec Railway, Light & Power Co.				110 00		120,658 02
Red Mountain	930 28		2,184 37			11,711 14
Roberval-Saguenay	1,485 49		1,104 00			181,120 97
Rutland & Noyan	59 63		58,676 80			10,637 00
Salisbury & Albert	466 19					45,819 76
St. Lawrence & Adirondack	20,530 31	14,867 21	295 32	496 80		1,348,394 44
St. Martins	93 06					14,574 71
Sydney & Louisburg	2,802 33					899,734 10
Temiscouata	3,081 43		14,923 53	312 50		292,100 82
Temiskaming & Northern Ontario	70,828 11	157 79	3,896 29			2,531,481 34
Thousand Islands	4,644 33		9,199 17	975 00		43,135 30
Toronto, Hamilton & Buffalo	56,154 55		49 25			2,473,739 60
Vancouver, Victoria & Eastern	24,338 59		135,792 91	119 70		587,085 95
Victoria & Sidney, B.C.		1,613 14	47,860 79	200 00		30,860 16
Victoria Terminal Railway & Ferry Co.	131,003 94	151 97	667 96			2,159 75
Wabash (in Canada)	272 44	317 92	34 80			3,565,218 67
York & Carleton						9,645 32
Final total	9,824,583 29	550,416 08	2,917,752 37	89,677 70	36,920 15	1,529 61 316,145,544 07

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TABLE 5. Earnings and Income for the year ending June 30, 1918. *Continued.*TABLEAU 5. Recettes et revenu pendant l'exercice terminé le 30 juin 1918. *Suite.*

Name of Railway Nom du chemin de fer	Revenue from Transportation Water Line. Revenu du transport Par eau.						
	Freight. Marchandises.	Passenger Voyageurs.	Excess Baggage. Excédent de bagage.	Mail. Postes.	Express. Messagerie.	Other. Autres.	Total
	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts
Algonia Central & Hudson Bay	611,300 26						611,300 26
Algonia Eastern							
Alberta Great Waterways							
Atlantic, Quebec & Western							
Brandon, Saskatchewan & Hudson Bay							
British Yukon							
Canada & Gulf Terminal							
Canada Southern							
Canadian Government Railways							
Intercolonial	374,441 50						374,441 50
Prince Edward Island	70,075 34	39,891 26	361 90	1,812 60	8,162 19 Dr.	2 08	120,301 21
International of New Brunswick							
New Brunswick & Prince Edward Island							
St. John & Quebec							
Transcontinental							
Canadian Northern System	29,200 29	41,771 64	0 50		5,996 62 Dr.	141,023 31 Dr.	64,054 26
Canadian Pacific	1,178,084 74	350,874 60	2,623 31	18,752 10	11,417 84	1,275 92	1,563,038 51
Cape Breton							
Carriquet & Gulf Shore							
Central Canada							
Central Vermont							
Crow's Nest Southern							
Cumberland							
Dominion Atlantic							
Eastern British Columbia							
Edmonton, Dunvegan & British Columbia							
Elgin & Havelock							
Essex Terminal							
Esquimalt & Nanaimo							
Fredericton & Grand Lake Coal and Railway Co.							
Grand Trunk System							
Grand Trunk Pacific							
Grand Trunk Pacific Branch Lines							
Hereford							

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Kent Northern.....						
Kettle Valley.....						
Loebriere & Megantic.....						
Maine Central.....						
Manitoba & Great Northern.....						
Maritime Coal, Railway & Power Co.....						
Massawippi Valley.....						
Midland of Manitoba.....						
Moncton & Buctouche.....						
Montreal & Atlantic.....						
Morrissey, Fernie & Michel.....						
Napierville Junction.....						
Nelson & Fort Sheppard.....						
New Brunswick Coal & Railway Co.....						
New Westminster Southern.....						
Northern New Brunswick & Seaboard.....						
North Shore.....						
Ottawa & New York.....						
Pacific Great Eastern.....						
Pere Marquette.....						
Quebec Central.....						
Quebec Montreal & Southern.....						
Quebec Oriental.....						
Quebec Railway, Light & Power Co.....						
Red Mountain.....						
Roberval Saguenay.....						
Rutland & Noyan.....						
Stalbury & Alport.....						
St. Lawrence & Adirondack.....						
St. Martins.....						
Sydney & Louisburg.....						
Temisconata.....						
Temiskaming & Northern Ontario.....						
Thousand Islands.....						
Toronto, Hamilton & Buffalo.....						
Vancouver, Victoria & Eastern.....						
Victoria & Sidney, B.C.....						
Victoria Terminal Railway & Ferry Co.....						
Wabash (in Canada).....						
York & Carleton.....						
Final total	2,266,102 13	432,537 50	2,995 71	20,564 70	25,576 65	Dr. 139,749 47
						2,608,027 22

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Hereford	8 00	11 67	11 67
Kent Northern		24 63	24 63
Kettle Valley		79 04	79 04
Lotbinière & Megantic			
Maine Central	0 60	23 89	23 89
Manitoba & Great Northern		375 56	375 56
Maritime Coal, Railway & Power Co.		1,102 80	1,102 80
Massawippi Valley	2 97		
Midland of Manitoba		1,288 64	1,288 64
Moncton & Beauceville		53 36	53 36
Montreal & Atlantic	0 80	2 35	2 35
Morrissey, Fernie & Michel			
Napierville Junction	1 91		
Nelson & Fort Sheppard			
New Brunswick Coal & Railway Co.			
New Westminster Southern			
Northern New Brunswick & Seaboard			
North Shore	34 32		514 17
Ottawa & New York			
Pacific Great Eastern	1 50		782 39
Père Marquette		1,311 10	1,311 10
Quebec Central	4,896 62		845 43
Quebec, Montreal & Southern	120 00		
Quebec Oriental	61 25		54 74
Quebec Railway, Light & Power Co.	3 62		7 35
Red Mountain	2 40		
Roberval & Saguenay			
Rutland & Noyan			
Salisbury & Althorpe	347 60		24 23
St. Lawrence & Adirondack			84 89
St. Martins			183 01
Sydney & Louisbourg	500 00		1,272 82
Tenimiskaming	7,735 76		30 36
Tenimiskaming & Northern Ontario			968 58
Thousand Islands			92 13
Toronto, Hamilton & Buffalo	386 48		1 80
Vancouver, Victoria & Eastern	82 55		24 85
Victoria & Sidney, B.C.			181 74
Victoria Terminal Railway & Ferry Co.	896 81		
Wabash (in Canada)			
York & Carleton			
Final total	98,847 47	627,518 13	342,772 95

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TABLE 5. Earnings and Income for the year ending June 30, 1918. *Continued.*
TABLEAU 5. Recettes et revenu pendant l'exercice terminé le 30 juin 1918. *Suite.*

Name of Railway Nom du chemin de fer	Incidental <i>Continued</i>			Depenses incidentes <i>Suite</i>			Stock yards Cours à bestiaux.
	Storage Baggage.	Freightage de baggage.	Demurrage, Surestaries	Telegraph and Telephone, Télégraphie et téléphone.	Crane Elevators, Élévateurs à grains.		
	\$	cts	\$	cts	\$	cts	\$
Algoma Central & Hudson Bay			169,845.57	4,138.25			
Alberta & Great Waterways			5,872.00	811.22			
Atlantic Quebec & Western	0.45		141.00	158.95			
Brandon, Saskatchewan & Hudson Bay	6.00		324.00	64.44			
British Yukon				534.86			
Canada & Gulf Terminal			613.00				
Canada Southern	3,032.97		39,613.90	230.98			19,892.08
Canadian Government Railways							
Intercolonial							
Prince Edward Island							
International of New Brunswick	4,168.67		104,018.85	2.85	32,927.28		
New Brunswick & Prince Edward Island	43.06		728.86	110.06			
St. John & Quebec			313.90	142.56			
Transcontinental							
Canadian Northern System	768.83		323.00	5.00			
Canadian Pacific	6,622.73		13,039.05	12,841.98			
Cape Breton	47,237.01		245,071.53	180,008.20			
Central & Gulf Shore			600,517.47				
Central Canada							
Central Vermont	12.90		13.77	174.71			
Crow's Nest Southern	9.65		2,787.50	298.75			
Cumberland			265.00				
Dominion Atlantic	11.75		389.40				
Eastern British Columbia			7,047.25	1.03			
Edmonton, Poncyogan & British Columbia			153.00	36.25			
Ellen & Havelock	20.65		1,014.30	3,533.93			
Essex Terminal							
Essex Terminal	97.00		6,323.00				
Essex Terminal			4,847.00				
Fredericton & Grand Lake							
Grand Trunk System	18,318.60		499,014.73	2,979.66			
Grand Trunk Pacific	2,153.10		19,083.51				
							2,458.86

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Grand Trunk Pacific Branch Lines	671 10	10,663 15			
Hereford		298 00			
Kent Northern		921 00	120 05		
Kettle Valley	45 45		664 86		
Lothburiere & Megantic					
Maine Central	1 55	250 00	55 01		
Manitoba Great Northern					
Maritime Coal, Railway & Power	96 70	1,363 60	533 59		
Massawippi Valley		5,906 38			
Midland of Manitoba					
Moncton & Burdouche	21 16	25,785 80			
Montreal & Atlantic					
Morrissey, Ferme & Michel		1,126 00	55 51		
Napierville Junction	46 40	1,166 00	1,891 84		
Nelson & Fort Sheppard					
New Brunswick Coal & Railway Co	2 35		4 82		
New Westminster Southern					
Northern New Brunswick & Seaboard					
North Shore					
Ottawa & New York	1 30	1,032 00	11 93		
Pacific & Great Eastern					
Pere Marquette	9 20	14,806 00	70 00		
Quebec Central	263 88	12,178 00			
Quebec, Montreal & Southern	12 85	3,298 30	573 04		
Quebec Oriental					
Quebec Railway, Light & Power Co					
Red Mountain	6 00	225 00	233 40		
Roberval-Saguenay		19 37	5,463 00		
Rutland & Noyan					
Salisbury & Albert			243 39		
St. Lawrence & Adirondack		14,089 63	8 21		
St. Martins			87 65		
Sydney & Louisburg			112 36		
Temisconata		2,953 55			
Teniskamunga		5,627 43			
Teniskamunga & Northern Ontario	376 40	20,922 00	61,828 32		
Thousand Islands		510 00	554 39		
Toronto, Hamilton & Buffalo	22 60	62,170 75			
Vancouver, Victoria & Eastern	882 58	13,987 09	1,634 64		
Victoria & Sidney, B.C.		282 94			
Victoria Terminal Railway & Ferry Co		18 06			
Wabash (in Canada)		15,624 48			
York & Carleton	87 39				
Final total	85,052 19	1,936,611 52	281,167 59	888,454 99	24,859 27

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TABLE 5. Earnings and Income for the year ending June 30, 1918. *Concluded.*TABLEAU 5. Recettes et revenu pendant l'exercice terminé le 30 juin 1918. *Fin.*

Name of Railway Nom du chemin de fer	Incidental <i>Concluded.</i> Dépenses incidentes <i>Fin.</i>		Joint Facility		Facilities de raccordement.		Total Operating Revenues	
	Rents of Buildings and other Property	Miscellaneous	Cr.	Dr.	Facilities de raccordement.	Dr.	Total des revenus d'exploitation.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Argentina Central & Hudson Bay							2,000,842	44
Aspen & Eastern							879,158	59
Alberta & Great Waterways	556 66	116,923 57					90,707	19
Albion, Ogish & Western	5,718 60	38,246 37			601 08		182,303	31
British Columbia & H. P. & B. V.		1,887 21					49,703	71
British Yukon		15 22					215,797	19
Canada & Gulf Terminal	1,030 00	1,648 71					72,340	50
Canada Southern	6,713 43	1,499 81					15,364,792	28
Canadian Government Railways		1,201 54					20,259,292	76
Intercolonial	26,598 62	29,299 65					653,145	86
Prince Edward Island	407 70	10,283 34					105,935	01
International of New Brunswick	6 06	36 22						
New Brunswick & Atlantic		1,016 50					98,681	24
St. John & Quebec	10 00 14	29 15					8,976,203	61
Transcontinental	47,667 90	17,700 36					11,067,825	88
Quebec, Northern & Western	171 84 52	783,663 04	308,559 91	3,519 15			150,274,101	65
Quebec & Pacific	946 684 64	563,408 69	7,916 34	21,973 16			14,619	24
Cape Breton							105,895	28
Central & Gulf Shore							23,365	01
Central Canada							348,598	92
Central Vermont							92,763	96
Crow's Nest Southern							129,815	85
Cumberland							1,212,773	98
Dominion Atlantic	8,828 27	694 52					11,352	92
Eastern British Columbia	583 55	772 60					664,186	13
Edmonton, Dunsmuir & British Columbia	3,234 86	4,780 30	1,714 86	601 08			16,056	80
Elgin & Havelock							119,187	06
Essex Terminal	1,015 00	19,256 90					821,825	69
Esquimaux & Nanaimo	17,234 68	23,784 46					150,922	03
Fredericton & Grand Lake		80 97						
Grand Trunk System	190,633 36	155,699 89	5,550 10	73,690 01			50,966,328	51
		1,427,074 77						

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Grand Trunk Pacific	38,147 93	21,074 66	209,969 24	25,186 88	0 16	7,855,741 29
Grand Trunk Pacific Branch Lines	8,113 09	1,022 68	34,653 30			1,836,685 35
Hersford	292 75	140 00	660 42			69,108 33
Kent Northern		1,190 00	1,331 68			32,064 06
Kertie Valley	1,033 24	4,323 65	15,820 26			607,770 15
Lothbriere & Megantic	15 00		15 00			41,507 00
Maine Central						20,808 70
Manitoba Great Northern		180 88	511 93	0 16		23,158 36
Maritime Coal, Railway & Power	60 00		60 00			107,193 87
Massachusetts Valley		272 08	2,661 53			220,443 10
Midland of Manitoba	517 08	5,758 65	23,835 91			283,394 04
Moncton & Buctouche	973 30	96 90	1,070 20			34,787 47
Montreal & Atlantic	2,864 27	9,487 61	39,447 48	17 52		1,445,713 91
Morrissey, Fernie & Michel						94,770 64
Napierville Junction			1,234 87			293,375 27
Nelson & Fort Sheppard		127 11	3,242 48			55,291 16
New Brunswick Coal & Railway Co.		1,288 09	1,288 09			38,420 84
New Westminster Southern		7 16	1 92			5,006 59
Ottawa & New York		128 16	1,721 88			28,064 78
Pere Marquette	6,392 07	3,311 08	25,637 87			3,289,199 23
Quebec Central	12,031 40	2,480 65	40,047 43			1,992,558 14
Quebec, Montreal & Southern			4,849 62			645,671 23
Quebec Oriental						301,609 13
Quebec, Railway Light & Power Co.						120,841 51
Red Mountain	38 30	25 58	183 49			12,187 33
Roberval-Saguenay		2 01	476 19			199,542 74
Rutland & Noyan	1,440 67	11,498 73	18,421 77			10,657 00
Salisbury & Albert	113 05	4,501 61	4,858 05			50,677 81
St. Lawrence & Adirondack	23 00 Dr.	1 75	14,490 32			1,302,884 76
St. Martins			85 65			14,660 36
Sydney & Louisburg		17,828 06	29,978 80			920,712 96
Temiscouata	88 80	2,461 05	8,860 26			300,961 11
Temiskaming & Northern Ontario	8,750 09	4,825 60	120,376 49			2,631,109 87
Thousand Islands	1,139 07	1,519 11	3,752 93		747 96	46,888 23
Toronto, Hamilton & Buffalo	381 03	1,772 90	91,968 77			2,565,708 37
Vancouver, Victoria & Eastern	3,371 60	50,770 38	74,682 34		168 15	661,600 14
Victoria & Sidney, B.C.			284 74			31,144 90
Victoria Terminal Railway & Ferry Co.			42 91			2,202 66
Wabash (in Canada)	44 36	1,298 02	29,386 53	40,672 81		3,635,278 01
York & Carleton						9,645 32
Final total	1,488,020 86	1,918,485 88	11,117,078 67	450,199 66	100,699 67	330,220,149 85

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TABLE 6 Summary of Operating Expenses for the year ending June 30, 1918.
TABLEAU 6. Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918.

Name of Railway. Nom du chemin de fer		Maintenance of Way and Structures. Entretien des voies et constructions.										Rails. Rails.
Superintendence Surintendance.	Roadway maintenance. Entretien des chemins.	Underground Power Tubes Conduits souterrains pour force motrice.		Tunnels and Subways Tunnels et passages sous voies.		Bridges and Culverts. Ponts, écussons et pontons.		Elevated Structures. Constructions élevées.		Ties. Traverses.	\$ cts.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.			
Algonia Central & Hudson Bay		12,394	06					33,566	12	18,183	53	686 85
Algonia Eastern		6,165	28					4,580	51	6,787	01	47 01
Alberta & Great Waterways		1,609	75					252	81	294	00	451 02
Atlantic, Quebec & Western		1,839	12			845	65	4,057	94	1,180	16	92 86
Brandon, Saskatchewan & Hudson Bay		5,188	54					516	51	16,888	57	347 01
British Yukon		28	85					2,382	56	1,560	53	289 91
Canada & Gulf Terminal		807	14			39,406	45	38	13	1,440	30	
Canada Southern		97,614	36					41,499	03	261,114	53	39,958 19
Canadian Government Railways												
Intercolonial		200,275	56			3,882	76	150,153	18	380,934	90	413,572 63
Prince Edward Island		21,317	56					9,704	11	41,190	53	5,393 63
International of New Brunswick		6,965	36					1,857	58	9,603	57	500 25
St. John & Quebec		3,920	36					2,108	75	1,731	30	303 39
Transcontinental		148,488	11			Cr		184,413	61	431,459	77	742,483 80
Canadian Northern System		318,935	31			4,213	23	512,495	58	967,707	86	65,893 76
Canadian Pacific		695,767	91			56,938	37	887,198	37	2,138,542	90	479,229 30
Cape Breton								1,455	19	1,897	81	
Carriquet & Gulf Shore		1,295	00					1,816	86	6,826	27	
Central Canada		699	19			22	70	717	04	415	00	385 44
Central Vermont		2,930	14					30,087	43	25,932	30	407 29
Crow's Nest Southern		7,217	88					6,313	75	12,017	14	14,392 30
Cumberland		1,210	55					816	27	4,768	65	371 25
Dominion Atlantic		9,682	35					10,968	12	36,081	36	24,000 00
Eastern British Columbia		813	54					3,560	87	1,062	25	
Edmonton, Dunvegan & British Columbia		6,159	17			34	50	3,176	77	6,556	50	2,261 33
Elgin & Havelock		68	10					519	04			
Essex Terminal										5,739	06	5,343 23
Esquimalt & Nanaimo		10,506	28					19,373	92	14,613	70	2,257 02
Fredericton & Grand Lake Coal & Ry. Co.				914	07			74	08	944	23	
Grand Trunk System		208,351	43					357,581	36	818,146	10	561,072 74

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Grand Trunk Pacific	107,430 26	490,538 92	518 19	169,860 47	99,924 57	8,388 21
Grand Trunk Pacific Branch Lines	59,997 69	110,636 65		21,437 10	32,266 77	228 89
Herford	1,815 84	5,444 17		1,474 16	7,211 83	2,718 45
Kent Northern	1,115 00	2,016 30			696 48	307 68
Kettle Valley	15,406 27	181,047 43	491 58	26,098 17	4,206 61	142 54
Lothmere & Megantic		7,765 22		421 65	3,312 87	5 52
Maine Central	45 00	1,072 64		619 56	779 59	
Manitoba Great Northern	6,065 41	6,578 26		1,027 76	15,922 86	2 45
Maritime Coal, Railway & Power Co.	969 67	15,476 02		1,262 05	2,506 00	
Massawippi Valley	2,976 04	6,194 11		2,141 83	14,135 41	7,601 42
Midland Railway of Manitoba	3,717 54	269 88		61 80	49 75	701 78
Moncton & Buctouche	498 50	4,822 79		2,175 73	1,009 03	5,193 37
Montreal & Atlantic	8,236 91	28,063 87		36,173 15	26,343 29	
Morrissey, Ferme & Michel		7,784 78			1,565 18	
Napierville Junction	2,192 99	2,141 31			5,126 60	8,403 22
Nelson & Fort Sheppard	5,079 50	6,982 71			5,431 91	13 73
New Brunswick Coal & Railway Co.	780 68	1,144 13		8,763 14	709 94	42 81
New Westminster Southern	1,894 26	3,418 50		240 60	230 16	4 02
Ottawa & New York	3,740 15	8,910 95		5,897 76	5,883 79	1,940 59
Pere Marquette	15,975 52	22,902 60		3,984 14	61,817 01	4,533 61
Quebec Central	9,714 79	122,161 22		6,055 24	34,500 00	24,000 00
Quebec, Montreal & Southern	13,309 22	20,220 60		7,106 45	24,504 65 (Cr.	1,237 14
Quebec Oriental	2,176 80	44,563 40		11,745 50	9,488 65	438 80
Quebec Railway, Light & Power Co.	397 41	4,871 35		334 67	1,214 52	
Red Mountain	929 64	2,053 86		1,051 60	1,696 94	26 29
Roberval-Saguenay	2,156 41	5,869 49		889 55	1,350 97	
Rutland & Noyan	288 56	526 29		198 13	872 63 (Cr.	52 05
Salisbury & Albert	938 60	10,137 80		119 05	3,092 99	189 87
St. Lawrence & Adirondack	2,952 40	11,036 82		7,723 59	26,814 46 (Cr.	585 49
St. Martins	118 18	3,238 98		1,106 98	1,298 30	
Sydney & Louisburg	5,370 40	64,917 50		3,144 01	22,180 87	23,674 00
Temisconate	2,638 12	36,494 32		5,376 19	8,969 53	835 61
Teniskaming & Northern Ontario	24,989 27	57,767 36		10,375 14	25,407 80	39,715 93
Thousand Islands	370 00	1,554 65		85 12	849 04	
Toronto, Hamilton & Buffalo	25,406 62	47,329 30	1,937 55	10,175 83	32,590 38	15,302 95
Vancouver, Victoria & Eastern	35,157 78	64,850 17	906 37	55,485 17	46,112 17	5,827 59
Victoria & Sydney, B.C.	571 29	4,249 05		80 59	135 53	39 76
Victoria Terminal Railway & Ferry Co.	26 12	215 59			8 06	14 91
Wabash (in Canada)	367 46					
York & Carleton	0 50	1,479 88			132 60	
Final total	2,136,164 51	6,400,705 67	108,530 15	2,706,402 35	5,754,030 29	2,462,924 73

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TABLE 6.—Summary of Operating Expenses for the year ending June 30, 1918—*Continued*.
TABLEAU 6.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918—*Suite*.

Name of Railway. Nom du chemin de fer	Maintenance of Way and Structures. <i>Continued.</i> Entretien des voies et construction. <i>Suite.</i>					Station and Office Buildings.	Roadway Buildings.
	Other Track Material.	Ballast.	Tracklaying and Surfacing.	Right of way Fences.	Snow and Sand Fences and Snow sheds.	Crossings and Signs.	
	Autre matériel des voies ferrées.	Ballast.	Passage de voie et nivellement.	Droit de passage clôtures.	Abris contre les neiges et les sables.	Passages à niveau et indicateurs.	Bâtimens sur la voie.
Algoma Central & Hudson Bay	5,014 11	3,740 81	129,665 81	165 71		652 01	3,404 07
Algonia Eastern	10,519 36	6,000 00	46,977 08	442 43	165 32	173 85	1,614 50
Alberta & Great Waterways	132 94		8,636 84	84 15	89 05	200 17	126 44
Atlantic, Quebec & Western	835 51			702 41	1,519 11	312 28	326 10
Brandon, Saskatchewan & Hudson Bay	76 91	147 06	15,738 30	1,727 51	671 68	102 78	1,776 25
British Yukon	264 41		13,290 14		519 04	15 77	4,651 40
Canada & Gulf Terminal	99 44				90 17	420 31	399 29
Canada Southern	81,626 96	58,048 09	563,513 57	18,746 48		16,973 98	27,864 87
Canadian Government Railways							
Intercolonial	481,273 76	147,351 19	1,170,320 82	48,239 09	2,573 95	41,165 19	256,318 12
Prince Edward Island	5,899 42	6,711 69	60,392 59	10,065 11	1,261 15	704 59	16,423 90
International of New Brunswick	11,037 91	13,763 23	39,588 42	139 63	91 53	279 36	2,572 43
St. John & Quebec	2,267 21	298 24	15,272 40	704 37		358 79	1,206 80
Transcontinental	235,089 44	29,892 40	1,009,104 65	8,924 98	2,209 17	9,206 96	92,137 36
Canadian Northern System	210,684 65	56,996 64	2,651,651 70	45,963 27	11,821 27	34,260 36	192,019 91
Canadian Pacific	633,048 05	537,665 73	5,503,383 36	231,123 70	81,769 10	144,014 38	1,074,062 95
Cape Breton				78 71		270 36	
Cataquet & Gulf Shore	881 00	10,242 87			251 60	327 10	
Central Canada	18 84	40 95	8,841 08	41 50		113 29	50 18
Central Vermont	3,945 26	3,715 29	36,111 92	4,656 24	180 85	662 45	1,138 41
Crow's Nest Southern	414 96		24,595 12	319 64	8 47	98 32	260 18
Cumberland	756 59				60 64	806 94	795 32
Dominion Atlantic	10,061 21	3,427 38	58,178 10	2,291 53		3,774 57	6,788 47
Eastern British Columbia	168 12						211 91
Edmonton, Dunvegan & British Columbia	1,305 51	2,908 89	93,471 45	226 57	47 04	667 92	97 98
Elgin & Havelock		4 50	1,806 61				320 83
Essex Terminal	331 45	274 63					
Esquimaux & Nanaimo	3,718 82 (r)	133 89	38,998 56	1,081 03		827 42	5,344 61
Fredericton & Grand Lake Coal & Ry. Co.	1,598 89		12,347 00	54 60	162 23	5 66	324 41
Grand Trunk System	396,600 60	82,581 49	1,798,144 14	106,910 90	26,478 69	163,352 77	307,423 47
Grand Trunk Pacific	60,361 75	49,500 20	694,942 24	5,231 76	260 03	5,890 38	34,404 29
							4,653 22

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Grand Trunk Pacific Branch Lines.....	15,471 98	16,844 23	277,535 47	6,033 70	740 32	3,496 47	12,219 15	1,756 69
Hereford.....	1,781 22	296 11	16,363 57	2,475 07	.....	208 61	1,050 14	212 63
Kent Northern.....	1,856 18	772 66	21,340 95	1,008 01	624 08	.....	1,390 12	633 48
Kettle Valley.....	151 03	.....	.....	.....	.....	.....	1,659 18	97 04
Labriere & Megantic.....	.....	56 55	26,441 81	169 63	159 41	137 58	.....	7 20
Maine Central.....	299 40	.....	.....	.....	.....	.....	108 40	465 73
Manitoba Great Northern.....	6,618 09	.....	20,059 64	761 61	.....	866 99	200 00	234 72
Maritime Coal, Railway & Power Co.....	142 65	357 78	2,121 39	174 30	.....	218 88	873 65	3 07
Massachusetts Valley.....	.....	586 30	1,489 75	8,441 32	2,929 41	.....	371 84	.....
Midland Railway of Manitoba.....	10,573 90	4,988 54	70,220 87	.....	.....	2,168 38	18,734 48	78 10
Moncton & Buctouche.....	59 91	.....	.....	.....	.....	.....	.....	.....
Montreal & Atlantic.....	558 97	923 06	12,803 12	500 48	109 40	577 87	151 69	0 50
Morrissey, Fernie & Michel.....	131 42	213 90	13,108 75	62 15	8 25	40 25	151 17	61 54
Napierville Junction.....	126 91	.....	12,551 46	30 00	.....	13 89	380 04	36 37
Nelson & Fort Sheppard.....	1 80	.....	1,572 39	.....	.....	52 32	5 62	.....
New Brunswick Coal & Railway Co.....	.....	3,550 43	21,768 13	2,506 25	59 78	563 81	5,910 76	647 77
New Westminster Southern.....	77 73	377 67	65,960 69	5,611 38	45 63	2,958 76	6,881 70	773 93
Ottawa & New York.....	15,861 73	22,000 00	21,557 86	3,341 90	484 68	371 32	216 70	3,792 21
Pere Marquette.....	4,277 38	181 64	48,192 96	3,201 39	5 00	2,959 19	4,807 31	60 43
Quebec Central.....	8,434 12	22,362 37	.....	863 47	2,156 35	662 10	810 45	1,291 71
Quebec, Montreal & Southern.....	3,604 51	160 06	.....	.....	30 09	553 12	1,672 78	.....
Quebec Oriental.....	145 70	.....	3,897 91	77 75	.....	26 20	146 63	4 50
Quebec Railway, Light & Power Co.....	58 43	2,898 44	3,025 00	6,025 13	623 56	162 44	1,232 51	.....
Red Mountain.....	531 89	27 71	1,445 70	57 17	9 48	37 82	232 51	10 56
Roberval-Saguenay.....	185 02	419 30	.....	.....	89 19	2 76	465 90	.....
Rutland & Noyan.....	572 80	5,181 85	26,711 71	1,861 53	.....	778 95	3,386 41	584 53
Salisbury & Albert.....	4,824 65	.....	1,292 83	2,307 60	559 02	.....	.....	4,034 59
St. Lawrence & Adirondack.....	198 30	12,120 00	.....	69 86	.....	505 87	.....	1,608 42
St. Martins.....	1,897 79	870 07	135,206 48	3,629 06	31 93	1,373 08	27,161 64	7,523 42
Sydney & Louisbourg.....	28,567 91	.....	.....	123 41	.....	.....	1,019 69	.....
Temiskaming & Northern Ontario.....	127 30	10,150 07	88,791 29	10,347 78	69 14	3,946 51	19,106 07	319 84
Thousand Islands.....	15,347 76	3,983 30	131,365 05	1,073 53	5 35	2,580 71	10,121 04	635 41
Toronto, Hamilton & Buffalo.....	5,616 54	.....	153 78	2 72	.....	39 77	376 57	6 58
Vancouver, Victoria & Eastern.....	5 05	.....	.....	.....	.....	6 01	61 47	.....
Victoria & Sydney, B.C.....	0 44	.....	8 80	.....	.....	.....	235 90	.....
Victoria Terminal Railway & Ferry Co.....	46 36	.....	109 23	.....	.....	.....	.....	.....
Wabash (in Canada).....	55 67	.....	.....	.....	.....	.....	.....	.....
York & Churlton.....	.....	.....	.....	.....	.....	.....	.....	.....
Final total.....	2,297,277 12	1,123,019 43	14,930,816 73	547,747 52	139,000 16	450,389 39	2,149,939 39	248,364 53

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TABLE 6. Summary of Operating Expenses for the year ending June 30, 1918—Continued.
TABLEAU 6. Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin, 1918. Suite.

Name of Railway Nom du chemin de fer	Maintenance of Way of Structures. <i>Continued.</i> Entretien des voies et constructions. <i>Suite.</i>					Coal and Ore Wharves. Quais à houille et minerai.	Gas-producing Plants. Usines à gaz.
	Water Stations pour eau	Fuel Stations pour combustible	Shops and Enginerooms Ateliers et salles de machines	Grain Elevators à grain	Storage Warehouses Entrepôts d'emmagasinage	Wharves and Docks Quais et docks	
	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts
Algoma Central & Hudson Bay	4,251 30	841 32	1,687 51			31,328 66	
Algoma Eastern	596 70	94 32	1,167 07			14,499 95	
Alberta & Great Waterways	781 97						
Atlantic, Quebec & Western		8 05	506 74				
Brandon, Saskatchewan & Hudson Bay							
British Yukon							
Canada & Gulf Terminal							
Canada Southern	17,110 74	4,785 13	29,344 46			297 06	
Canadian Government Railways						973 61	
Intercolonial	36,504 90	27,340 00	149,889 12	3,625 00	121 78	97,498 26	1,326 83
Prince Edward Island	2,351 10	7,578 31	2,498 41			2,785 20	
International of New Brunswick	1,745 70	305 68	191 18				
St. John & Quebec	553 96		177 84				
Transcontinental	50,926 06	10,737 53	89,712 99	3,065 07		10 15	
Canadian Northern System	174,829 16	27,905 46	133,009 65	5 23		4,849 97	148 75
Canadian Pacific	464,665 79	187,807 68	701,168 70	79,990 92	2,876 96	70,401 81	87,262 49
Cape Breton							
Carriquet & Gulf Shore	680 72						
Central Canada	1,064 95	165 41	843 18			1 42	
Central Vermont	713 67	45 28	317 18				
Crow's Nest Southern			808 78				
Cumberland	1,526 19	2,937 21	4,602 99			3,700 08	
Dominion Atlantic	52 95		186 32				
Eastern British Columbia	3,896 17	2 49	1,797 65				
Edmonton, Dunvegan & British Columbia							
Elgin & Havelock							
Essex Terminal							
Esquimaux & Nanaimo	685 25	1,701 66	1,471 22			84 38	
Fredericton & Grand Lake Coal & Ry. Co.	334 34		2 05				
Grand Trunk System	62,764 46	41,814 04	426,194 88	12,821 19		7,589 18	558 25
Grand Trunk Pacific	37,496 74	6,325 46	51,233 62			12,789 31	
Grand Trunk Pacific Branch Lines	9,947 73	610 70	12,167 25				

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Hereford.....	281 47	41 09	446 08	319 84	725 46		
Kent Northern.....			558 16				
Kettle Valley.....	2,567 76	311 03	619 07				
Leithmere & Megantic.....							
Maine Central.....							
Manitoba Great Northern.....	414 40	30 69	160 93				
Maritime Coal, Railway & Power Co.....			722 75				
Massawippi Valley.....	635 78	52 37	358 87				
Midland Railway of Manitoba.....	120 36	141 12	618 39				
Moncton & Buctouche.....							
Montreal & Atlantic.....	4,107 97	2,248 79	3,823 18	548 16			
Morrissey, Ferrie & Michel.....							
Naperville Junction.....	744 48						
Nelson & Fort Sheppard.....	193 97	0 12	0 59				
New Brunswick Coal & Railway Co.....			373 39				
New Westminster Southern.....	0 36	0 46	1 72				
Ottawa & New York.....	1,988 53	7,934 29	738 87				
Pere Marquette.....	3,257 30	264 34	6,636 96				
Quebec Central.....	270 87	325 05	541 74		548 87		
Quebec, Montreal & Southern.....	5,316 94	706 96	2,974 42		270 87		
Quebec Oriental.....							
Quebec Railway, Light & Power Co.....							
Red Mountain.....	43 64	0 02	0 72				
Roberval-Saguenay.....	51 22						
Rutland & Noyan.....	68 93	32 41	210 85		9 49		
Salisbury & Albert.....							
St. Lawrence & Adirondack.....	1,508 27	1,326 44	2,985 30				
St. Martins.....							
Sydney & Louisburg.....		328 16	758 78				
Temiscouata.....							
Temiskaming & Northern Ontario.....	13,764 45	1,557 34	15,220 18				
Thousand Islands.....							
Toronto, Hamilton & Buffalo.....	2,510 22	547 09	17,994 34	512 72	13 25		
Vancouver, Victoria & Eastern.....	2,027 09	222 74	440 92		3,446 06		
Victoria & Sydney, B.C.....					47 30		
Victoria Terminal Railway & Ferry Co.....	0 42						
Wabash (in Canada).....			753 83				
York & Carleton.....			15 75		355 37		
Final total.....	914,024 81	335,854 96	1,669,004 32	4,379 46	205,686 96	134,382 11	1,475 58

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Grand Trunk Pacific	23,139 55	3,123 81	420 12	11,884 57	43,919 56	107,353 06
Grand Trunk Pacific Branch Lines	2,163 90	2,899 88		2,432 49	27,315 39	52,913 92
Hereford	0 52	156 20		132 62	417 58	6,909 98
Kent Northern	4,353 45	311 52	55 51	3,431 46	4,125 38	44,653 71
Kettle Valley	9 29				75 06	214 30
Lothier & Megantic						1 21
Maine Central	221 35	3,252 78		301 00	1,094 45	2,891 59
Manitoba Great Northern						468 13
Maritime Coal, Railway & Power Co.		24 49		343 54	1,215 31	4,394 20
Massawippi Valley	152 85		3 00	50 89	86 33	803 10
Midland Railway of Manitoba	148 84				52 88	18,541 41
Moncton & Buctouche			218 36	1,571 53	2,606 90	35,278 53
Montréal & Atlantic	5,807 81	864 91				1,813 90
Morrissey, Fernie & Michel				6 60	417 81	6,923 37
Napierville Junction	97 91	48 35		115 79	358 05	3,465 20
Nelson & Fort Sheppard	211 40	101 66		33 20	425 72	1,301 75
New Brunswick Coal & Railway Co.	49 24			55 04	52 05	14 73
New Westminster Southern		24 76		179 85	1,043 62	5,896 53
Ottawa & New York	109 21	4,405 71		991 98	1,836 70	17,070 77
Pere Marquette	989 44	2,759 26	91 36	1,721 31	2,581 96	13,990 32
Quebec Central					2,182 50	25,552 53
Quebec, Montréal & Southern	277 68	1,380 05	430 15	611 81	1,342 63	4,116 20
Quebec Oriental	434 98				161 87	3,633 16
Quebec Railway, Light & Power Co.	108 51	94 47			27 24	1,295 31
Red Mountain	103 10	17 88		23 27	307 12	4,369 87
Roberval-Saguenay	146 19	5 28		17 73	58 63	415 34
Rutland & Noyan	7 82	18 78	2,901 59		180 00	2,656 70
Salisbury & Albert	200 08			318 58	927 80	6,262 86
St. Lawrence & Adirondack	130 90	1,728 09				
St. Martins						
Sydney & Louisbourg	952 62				1,326 40	19,137 78
Temiscouata					558 45	3,651 01
Temiskaming & Northern Ontario	4,115 30	33 13		5,236 51	4,646 28	60,173 85
Thousand Islands			1,987 70		63 25	654 45
Toronto, Hamilton & Buffalo	1,865 08	21,308 29	395 84	1,408 96	4,541 03	18,525 96
Vancouver, Victoria & Eastern	5,821 68	2,960 74		2,275 22	2,502 01	4,717 09
Victoria & Sydney, B.C.	7 05				8 74	
Victoria Terminal Railway & Ferry Co.	12 90				0 54	
Wabash (in Canada)		1 56				
York & Carleton					13 91	92 50
Final total	663,620 57	398,804 75	102,800 53	176,020 35	609,094 69	3,890,502 45
		33,381 84	4,995 47			

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TABLE 6. Summary of Operating Expenses for the year ending June 30, 1918. *Continued.*
TABLEAU 6. Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918. *Suite.*

Maintenance of Equipment.—Entretien du matériel.

Name of Railway Nom du chemin de fer	Superintend- ence.	Shop Machinery		Power Plant Machinery.		Power Sub-station Apparatus.		Steam Locomotives Repairs.		Steam Locomotives Renovels.		Freight-train Cars Repairs.		Freight-train Cars Renovels.		Wagons pour trais à marchandises. Renovels.	
		\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts
Algoma Central & Hudson Bay		8,574 04		7,799 43				76,389 57				97,336 71					
Algoma Eastern		6,247 17		2,200 86				44,578 01				33,284 21					
Alberta & Great Westways		209 08						6,331 41				7,109 76					
Atlantic, Quebec & Western		750 36		375 19				19,788 68				1,026 40					
Brandon, Saskatchewan & Hudson Bay		980 38		219 41		44 79		5,028 87				2,055 26					
British Yukon		813 66						5,917 80				2,582 59					
Canada & Gulf Terminal		74,742 32		26,803 37		878 76	8,208 55	10,395 70		102,701 79		492,568 51			161,312 68		
Canada Southern								879,370 75									
Canadian Government Railways																	
Intercolonial		108,048 36		102,652 19		22,841 20		1,637,333 07				1,102,392 36					
Prince Edward Island		4,373 90		3,178 26		939 43		52,581 26				14,451 26					
International of New Brunswick		2,135 82		2,056 28		451 53		15,627 34				11,500 49					
St. John & Quebec		300 00						5,741 86				197 76					
Transcontinental		64,493 02		71,408 55		14,199 57		921,952 43				744,926 34					
Canadian Northern System		241,527 39		193,404 52		1,617 33	359 31	2,642,062 18				2,169,273 52					
Canadian Pacific		381,622 84		814,427 05				7,039,645 84		1,368,132 80		6,676,771 28				1,935,619 31	
Cape Breton								159 05		26 30		584 40					
Caruquet & Gulf Shore		1,295 00		982 87				8,314 27				3,489 63					
Central Canada		112 59						2,260 54				528 65					
Central Vermont		1,468 71		9 45				16,522 68				10,072 66					
Crow's Nest Southern		942 76		690 24		45 10		10,720 64				13,599 97					
Cumberland		1,033 07						11,036 95				2,518 95					
Dominion Atlantic		3,672 70		1,362 23				43,988 66		12,000 00		15,291 99					
Eastern British Columbia				280 59				3,476 62				1,667 69					
Edmonton, Dunvegan & British Columbia		3,776 07		2,553 30				28,722 94				19,812 16				2,088 55	
Elgin & Havelock		16 36		14 34		3 24		72 71				21 28					
Essex Terminal								11,624 99				533 79					
Esquimalt & Nanaimo		3,616 38		1,013 06				47,187 21				22,260 69				4,673 32	
Fredericton & Grand Lake Coal & Ry. Co.				65 29				4,718 41				628 40					
Grand Trunk System		168,898 91		349,159 24		9,204 71		5,420,764 25		229 65		3,923,502 00					

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Grand Trunk Pacific	73,076 03	29,779 96	178 56	638,005 35	880,381 00	29,521 10
Grand Trunk Pacific Branch Lines	32,577 91	4,943 92		257,973 15	174,970 52	4,834 07
Herford	742 75	104 59		10,112 07	5,309 78	62 07
Kent Northern	1,115 00					
Kettle Valley	6,237 25	967 76		37,668 52	16,017 78	
Lotbinière & Megantic		522 56		2,755 02	395 02	
Maine Central	114 91	35 59		549 70	1,450 60	17 15
Manitoba Great Northern	766 37	348 66	24 18	3,922 61	562 31	
Maritime Coal, Railway & Power Co.	1,411 04	88 55		6,571 34		
Massachusetts Valley	1,401 31	1,091 47		23,254 66	17,775 76	
Midland Railway of Manitoba	3,680 52	1,216 56	53 61	25,229 36	9,806 26	
Moncton & Buctouche	19 87	13 77	3 94	6,057 65	325 00	
Montreal & Atlantic	3,839 13	6,128 02		117,240 16	8,185 77	27,780 45
Morrissey, Pernie & Michel		1,836 46			4,471 88	
Napierville Junction	845 58			6,994 61	1,808 57	
Nelson & Fort Sheppard	775 01		30 44	21,038 72	300 76	
New Brunswick Coal & Railway Co.		1,013 23	53 37	1,890 95	2,334 89	
New Westminster Southern	114 80	16 17		1,400 26	17 85	
Ottawa & New York	9,737 88	535 45		28,099 52	10,728 96	
Pere Marquette	17,771 55	11,806 79	1,517 99	159,891 88	8,662 07	174 00
Quebec Central	13,035 98	6,000 51		62,336 57	56,435 89	
Quebec, Montreal & Southern	10,432 14	1,986 09		51,710 20	103,414 22	1,737 98
Quebec Oriental		395 33		24,564 97	1,087 53	
Quebec Railway, Light & Power Co.	250 52	161 40		4,700 00	7,200 00	
Red Mountain	161 48	53 41	3 69	754 68	322 54	
Roberval-Saguenay	2,922 90	125 90	71 34	1,032 61	5,002 06	
Rutland & Noyan	104 76	44 69		2,982 87	691 61	99 54
Salisbury & Albert		487 40		49,092 32	454 15	
St. Lawrence & Adirondack	4,710 40			307 74	3,970 18	
St. Martins	21 04	14 58	4 17	101,547 38	24 28	
Sydney & Louisburg	1,724 93			10,030 43	154,744 27	
Temiscouata	3,522 45	568 77		167,774 21	10,712 14	
Thousand Islands	19,154 50	5,268 07	1,118 87	210 40	29,921 22	18,822 60
Toronto, Hamilton & Buffalo	15,561 44	9,440 98		211,907 63	85,275 12	
Vancouver, Victoria & Eastern	5,328 33	2,305 25	161 48	43,339 47	20,588 26	24,979 09
Victoria Terminal Railway, B.C.	209 07	2 63		1,320 96	438 51	
Victoria Terminal Railway & Ferry Co.	13 20	0 17		82 86	26 73	
Wabash (in Canada)	21,122 90	14,328 52	627 87	303,305 55	161,721 29	
York & Carleton	8 18	5 67	1 62	177 18	12 14	
Final total	1,332,151 42	1,684,093 40	54,103 79	21,368,175 34	17,445,600 98	2,211,593 47

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TABLE 6. Summary of Operating Expenses for the year ending June 30, 1918. *Continued.*
 TABLEAU 6. Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918. *Suite.*

Name of Railway Nom du chemin de fer	Maintenance of Equipment—Continued.—Entretien de matériel. <i>Suite.</i>							
	Passenger Train Cars— Repairs.	Passenger- train Cars— Renewals.	Motor Equipment of Cars— Repairs.	Motor Equipment of Cars— Renewals.	Floating Equipment Repairs.	Floating Equipment Renewals.	Work Equipment Repairs.	Work Equipment Renewals.
	\$	cts	\$	cts	\$	cts	\$	cts
Algoma Central & Hudson Bay	7,213	35					19,848	96
Algoma Eastern	1,747	63					4,541	13
Alberta & Great Waterways	1,797	01					423	10
Atlantic, Quebec & Western	4,719	11	1,613	53			1,573	57
Brandon, Saskatchewan & Hudson Bay	2,434	77					2,137	51
British Yukon	1,090	97					446	49
Canada & Gulf Terminal	639	33						
Canada Southern	131,677	98	18,445	02			21,306	62
Canadian Government Railways								5,219 02
Intercolonial	641,722	17			84,127	08	107,707	11
Prince Edward Island	32,564	54			8,501	88	9,094	56
International of New Brunswick	5,588	28			1,635	39	4,969	34
St. John & Quebec	345	32					191	64
Transcontinental	208,488	77			9,197	21	138,510	10
Canadian Northern System	901,084	12	62,194	53	4,257	04	267,192	26
Canadian Pacific	1,154,698	42	360,656	02	154,816	26	657,844	65
Cape Breton	483	23					340	00
Caracquet & Gulf Shore	554	00					269	37
Central Canada	548	43					1,060	18
Central Vermont	3,295	93					3,396	02
Crow's Nest Southern	1,289	24					513	44
Cumberland	248	83					4,589	23
Dominion Atlantic	15,788	30						
Eastern British Columbia	297	73						
Edmonton, Dunvegan & British Columbia	11,259	89	1,138	88			3,354	63
Elgin & Havelock	67	66						
Essex Terminal								
Esquimalt & Nanaimo	21,904	16					3,438	40
Fredrickton & Grand Lake Coal & Ry. Co	66	88					408	56

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Grand Trunk System	677,853 96	5,275 04	99,114 80	193,382 59	11,623 11
Grand Trunk Pacific	266,540 78	103,079 18	1,329 00
Grand Trunk Pacific Branch Lines	66,428 20	.....	.....	.....	27,378 22	750 55 (Cr.)
Hereford	2,949 96	11 51	.....	.....	.....	.....
Kent Northern	406 32	.....	.....	.....	9,581 56	.....
Kettle Valley	5,719 16	.....	.....	.....	90 57	.....
Lothbriere & Megantic	314 23	6 25	.....	.....	44 29 (Cr.)	2 09
Maine Central	577 55	1 92	.....	.....	2,486 50	.....
Manitoba Great Northern	1,466 48	.....	.....	.....	26 20	.....
Maritime Coal, Railway & Power Co	557 34	.....	.....	.....	318 05	.....
Massachusetts Valley	4,932 89	.....	.....	.....	559 12	.....
Midland Railway of Manitoba	12,454 24	.....	84 52	.....	13 35	.....
Moncton & Buctouche	263 66	.....	.....	.....	2,735 89	.....
Montreal & Atlantic	2,787 47	21,226 49	.....	.....	.....	.....
Morrissey, Fernie & Michel .....	.....	.....	.....	.....	.....	.....
Napierville Junction	1,000 65	.....	.....	.....	1,075 38	.....
Nelson & Fort Sheppard	1,615 09	.....	.....	.....	1,671 08	.....
New Brunswick Coal & Railway Co	274 17	.....	.....	.....	450 43	.....
New Westminster Southern	6 30	.....	.....	.....	477 10	.....
Ottawa & New York	1,791 39	.....	.....	.....	726 67	.....
Pere Marquette	16,885 90	1,089 13	.....	2,079 32	4,980 35	131 37
Quebec Central	19,815 84	9,000 00	.....	.....	1,217 71	.....
Quebec, Montreal & Southern	9,917 09	.....	.....	.....	3,753 58	.....
Quebec Oriental	2,437 91	.....	.....	.....	1,242 53	.....
Quebec Railway, Light & Power Co	5,203 36	.....	.....	.....	29 82	.....
Red Mountain	155 46	.....	.....	.....	264 30	.....
Roberval-Saguenay	1,153 35	.....	1,769 16	.....	14 44	17 51
Rutland & Noyan	330 09	8 79	.....	.....	29 59	8 47
Salisbury & Albert	456 09	.....	.....	.....	.....	.....
St. Lawrence & Adirondack	2,876 06	.....	.....	.....	798 28	.....
St. Martins	68 66	.....	.....	.....	.....	.....
Sydney & Louisbourg	3,715 60	.....	.....	.....	3,493 67	.....
Temiscouata	2,808 64	.....	.....	.....	741 68	.....
Temiskaming & Northern Ontario	57,845 37	14,967 24	.....	.....	36,929 38	4,842 68
Thousand Islands	65 78	.....	.....	.....	.....	.....
Toronto, Hamilton & Buffalo	13,866 51	.....	.....	83 33	6,423 78	3,114 93
Vancouver, Victoria & Eastern	13,848 24	5,174 02	.....	16,869 95	12,653 45	.....
Victoria & Sydney, B.C.	600 60	.....	.....	.....	.....	.....
Victoria Terminal Railway & Ferry Co	35 63	.....	.....	.....	.....	.....
Wabash (in Canada)	24,652 05	.....	.....	17,242 31	.....	.....
York & Carleton	6 15
Final total	7,376,073 26	435,861 43	66,716 10	397,924 57	1,670,316 14	699,990 31

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TABLE 6. Summary of Operating Expenses for the year ending June 30, 1918—Continued.

TABLEAU 6. Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918. Suite.

Maintenance of Equipment—Continued Entretien du matériel Fin.									
Name of Railway Nom du chemin de fer	Miscellaneous Equipment Repairs.	Injuries to Persons.	Insurance.	Stationery and Printing.	Other Expenses.	Maintaining Joint Equipment at Terminals		Total Maintenance of Equipment.	
						Dr.	Cr.		
	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	
Algoma Central & Hudson Bay				875 63				224,203 45	
Algoma Eastern		732 37	5,233 57	262 08	479 31			115,548 53	
Alberta & Great Waterways		105 50	1,902 60	2 83		1,568 52		19,055 18	
Atlantic Quebec & Western								27,482 95	
Brandon, Saskatchewan & Hudson Bay		170 02	61 81	43 52 (Cr.)	12 38			13,300 16	
British Yukon		0 64		19 28				11,367 59	
Canada & Gulf Terminal				5,173 34	73 84	1,425 24		11,977 67	
Canada Southern	72 28	5,992 78	1,433 58					1,940,556 66	
Canadian Government Railway				13,882 06	111 55	25,778 88		3,850,563 51	
Intercolonial	88 00	3,388 92		500 50	18 68	905 42		41,851 72	
Prince Edward Island	3 35	71 16		273 29	7 28	511 42		6,776 58	
International of New Brunswick								2,191,099 26	
St. John & Quebec				7,887 09	49 55	8,574 65	182 64	7,000,069 71	
Transcontinental	12 00	1,016 00	832 99	16,513 08	1,361 40	17,133 33		24,331,150 24	
Canadian Northern System		7,698 25	231,358 17	34,299 73	1,005 56	22,540 95	1,006 01	1,513 97	
Canadian Pacific	1,271 67	58,203 60						15,581 77	
Cape Breton				100 00				3,659 49	
Cataquet & Gulf Shore	30 00							33,241 30	
Central Canada			515 10	269 68				31,089 29	
Central Vermont		186 40	181 60	50 06	17 56			15,473 01	
Crow's Nest Southern					91 77			97,163 59	
Cumberland					357 29			5,785 89	
Dominion Atlantic				113 19	63 26			80,559 07	
Eastern British Columbia								2,088 89	
Edmonton, Dunvegan & British Columbia								12,158 71	
Elgin & Haydock		3 00	2,852 47	192 41	196 90	5,878 45	1,250 78	104,587 95	
Essex Terminal		0 06		1 97	1,887 89	3 28		5,617 51	
Esquimalt & Nanaimo									
Fredrickton & Grand Lake Coal & Ry. Co.				59 73	435 00				

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Grand Trunk System.....	25,582 02	49,982 31	24,314 61	8,884 34	30,905 37	216,499 94	10,765,338 82
Grand Trunk Pacific.....	1,495 21	16,070 92	6,330 24	156,313 37	15,419 62		2,233,079 39
Grand Trunk Pacific Branch Lines.....	9 06	2,250 85	1,081 70	22,610 74			596,088 02
Herford.....	0 01	1,776 21	74 73				21,749 43
Kent Northern.....							4,084 58
Kettle Valley.....	52 28	556 63	281 98	472 58			77,355 50
Lothbinière & Megantic.....			195 61				4,279 26
Maine Central.....	0 03	23 79	12 25				2,791 48
Manitoba Great Northern.....	105 02	39 12	24 41	8 88			9,736 78
Maritime Coal, Railway & Power Co.....							8,972 50
Massachusetts Valley.....							48,880 64
Midland Railway of Manitoba.....		7 87	98 63				54,635 49
Moncton & Beaufort.....	497 47	281 38	184 25	518 12	1,190 80		8,112 58
Montréal & Atlantic.....	0 08		2 39		4 10		305,173 10
Morrissey, Ferme & Michel.....			249 72				13,302 95
Napierville Junction.....		15 77	24 04		60 96		25,809 67
Nelson & Fort Sheppard.....	131 50	60 09	33 76	0 57			10,723 97
New Brunswick Coal & Railway Co.....							6,017 04
New Westminster Southern.....	5 69	13 95	1 42	18 93			1,963 73
Ottawa & New York.....	6 24						51,774 83
Père Marquette.....	3,300 84	3,623 65	138 29	122 75	10 33		237,156 99
Québec Central.....	296 86	1,080 00	431 26	6,131 42	653 54		190,614 82
Québec, Montréal & Southern.....	1,079 33	1,900 00	264 04	7 05			189,445 30
Québec Oriental.....			741 67	7 05			35,802 20
Québec Railway, Light & Power Co.....			34 10	11 90	8,174 39	2,015 75	23,738 21
Red Mountain.....	11 69	20 41	2 55	7 89			1,758 10
Roberval-Saguenay.....	11 38		15 00	1,217 83			15,824 63
Rutland & Noyan.....	10 76	18 45	6 45	5 00			2,397 37
Salisbury & Albert.....							4,385 51
St. Lawrence & Adirondack.....	4 76		329 40				61,781 40
St. Martins.....	0 08		2 53		4 34		447 42
Sydney & Louisbourg.....				81 75			265,307 60
Teniscouata.....	14 00		57 55	9,509 17			37,964 83
Teniskaming & Northern Ontario.....	1,591 53	7,918 44	1,665 47	4 00	4,789 31		382,105 31
Thousand Islands.....							276 18
Toronto, Hamilton & Buffalo.....	1,746 57	1,432 71	1,195 10	15 11		13,979 30	198,082 59
Vancouver, Victoria & Eastern.....	692 99	2,174 61	172 93	42 62	43 70	322 25	117,809 03
Victoria & Sydney, B.C.....							2,571 71
Victoria Terminal Railway & Ferry Co.....							158 59
Wabash (in Canada).....	4,320 90	5,916 43	1,508 22		174,003 64		728,749 68
York & Carleton.....	0 03		0 98		1 69		213 64
Final total.....	3,122 12	342,595 74	119,981 81	211,347 18	318,022 72	240,135 98	57,304,234 84

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TABLE 6. Summary of Operating Expenses for the year ending June 30, 1918. *Continued.*
TABLEAU 6. Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918. *Suite.*

Name of Railway Nom du chemin de fer	Traffic Expenses — Dépenses du trafic										Total Traffic Expenses Total des dépenses du trafic
	Superintendence	Outside Agencies	Advertising	Freight Assurances	Fast Freight Lines	Industrial and Immigration Bureaus	Insurance	Stationery and Printing	Other Expenses		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Algoma Central & Hudson Bay	6,751 84	75 09	174 36	255 78			86 13	817 55			8,150 35
Algoma Eastern	4,557 98	9 30	82 94	309 06			73 16	462 79			5,495 23
Alberta & Great Waterways	781 32	57 22	188 06	13 12				32 21			1,071 93
Atlantic, Quebec & Western											
Brandon, Saskatchewan & Hudson Bay	588 06	1,524 47	522 98	126 01		200 09	1 88	190 77	2 13		3,166 03
British Yukon	2,336 77	3,973 07	1 078 36					292 90			7,681 05
Canada & Gulf Terminal	1,734 01		87 56								1,821 57
Canada Southern	90 872 13	122 880 46	19 237 34	9,045 87	37,572 45	2,175 81	26 86	71,307 98	9 12		353,136 77
Canadian Government Railways											
Intercolonial	87 299 07	111,470 64	42 724 75	1,121 36			178 27	17,408 84	26 53		289,228 11
Prince Edward Island	3 479 60	4 437 08	1 889 38	179 56			9 88	1,768 84	0 87		11,765 15
International of New Brunswick	1 765 82	2 125 10	1 628 10	87 80			2 95	875 84	0 63		5,488 71
St. John & Quebec	1 946 02	19 50	2 087 18								4,042 70
Transcontinental	71,840 70	50 685 48	24 121 03	2 257 51		2 282 72	42 60	11 286 11	88 39		165,901 57
Canadian Northern System	292 975 22	241 336 90	177,562 68	20 079 32		11,955 18	141 09	69 009 66	1,008 73		781,111 98
Canadian Pacific	650 137 06	1,492,263 70	548,018 72	47,496 33		21,734 23		382,761 99	2,918 45		3,065,852 43
Cape Breton									76 75		76 75
Carapic & Gulf Shore	251 81	51 371	61 96					250 27	164 74		415 01
Central Canada	2 021 15	2 358 63	522 75					8 91			380 11
Central Vermont	753 29	2 468 61	131 05	226 32		2 60	2 60	1 495 01			6,836 49
Crow's Nest Southern			15 75	155 82		2 26	2 26	278 39	3 05		4 017 31
Cumberland			34 98	34 98				6 35			51 08
Dominion Atlantic	11 258 00	1 818 86	11 149 11	517 83				1 632 40	66 61		26,422 84
Eastern British Columbia											
Edmonton, Dunvegan & B.C.	3 168 46	1,524 67	405 45	438 50			0 75	1 186 32	29 88		7,053 48
Elgin & Hawke	13 42	11 29	27 31	0 69			0 24	7 22			31 57
Essex Terminal			125 75	280 16							408 91
Esquimaux & Nanaimo			187 75	25 56				57 00			270 31

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Fredericton & Grand Lake Coal & Railway Co.										
Grand Trunk System	252,446 32	528,498 74	61 00	86 00	36,400 68	10,974 16	1,089 21	125,197 69	353 03	147 00
Grand Trunk Pacific	38,357 81	75,891 15	19,378 01	2,393 81	1,350 95	1,350 95	172 01	29,555 46	263 04	1,062,821 31
Grand Trunk Pacific Branch Lines	12,710 16	22,910 66	6,490 09	621 91	777 87	777 87	48 08	6,746 37	10 50	158,382 31
Hereford	1,257 59	68 43	403 69	29 25	78 22	78 22		250 84	10 51	50,315 64
Kent Northern	4,309 24	8 00	916 85	105 65				659 91	8 55	2,008 53
Kettle Valley	265 26	11 22	263 87	6 06				139 16		6,000 22
Lothbère & Mégantic	360 95	1,014 87	164 13	153 02			0 68	53 78	2 02	111 00
Maine Central								137 86	1 42	439 11
Manitoba & Great Northern										1,952 48
Maritime Coal, Railway & Power Co.										
Massawippi Valley	2,286 18	572 78	326 70	180 19				532 56	10 00	3,375 85
Midland Railway of Manitoba	1,801 01	4,634 01	1,694 76	220 07			5 53	8 89	73 99	8,776 62
Moncton & Buctouche	16 53	13 89	2 83	0 11			0 28			42 53
Montreal & Atlantic										
Morrissey, Fernie & Michel	998 46	171 24	20 00	151 96				142 31		1,483 97
Napierville Junction	481 81	1,228 37	469 14	101 34			1 57	156 93	1 91	2,603 51
Nelson & Fort Sheppard				45 00						45 00
New Brunswick Coal & Railway Co.				19 87						20 15
New Westminster Southern				81 63				169 59		6,528 20
Ottawa & New York	6,012 39	252 15		1,489 73	12 44		9 15	7,129 12	6 78	61,740 59
Pere Marquette	21,448 25	30,053 91	4,603 32	1,444 13			216 00	3,402 96	330 23	29,747 34
Quebec Central	11,527 66	9,944 37	3,181 09	1,144 13			10 50	1,628 34	30 69	9,989 67
Quebec, Montreal & Southern	7,724 81	110 63	167 43	517 27						
Quebec Oriental										
Quebec Railway, Light & Power Co.										
Red Mountain	111 98	792 09	1,001 03	81 11			0 21	122 91	136 89	2,367 09
Roberval-Saguenay	858 43	612 13	255 14	24 29		8 23		52 41	0 51	809 79
Roulard & Noyan	284 89	197 71	47 53	361 75		230 31		328 75	114 28	2,148 69
Salisbury & Albert				10 47	27 45		0 16	161 30	1 87	1,031 38
St. Lawrence & Adirondack	3,301 95	2,278 93	2,671 71	8 55	176 99		1 98	21 71		33 26
St. Martins	16 56	11 30	3 34	0 13			0 32	519 72		8,950 83
Sydney & Louisburg	1,200 00		908 39	289 11				8 66		43 31
Temisconata	3,559 85	625 07	3,916 50	301 07				6 00		2,403 50
Temisconata & Northern Ontario	7,864 10	621 95	3,916 50	990 36				494 36		4,980 28
Thousand Islands								3,117 45		19,674 44
Toronto, Hamilton & Buffalo	14,949 03	5,410 77	3,052 69	734 14	724 01			3,363 43	12 06	38,231 07
Vancouver, Victoria & Eastern	2,645 40	7,409 92	1,710 61	802 00			7 12	592 38		14,117 41
Victoria & Sidney, B.C.	1,034 56		1 88							1,036 44
Victoria Terminal Railway & Ferry Co.										
Wabash (in Canada)	66 03									66 15
York & Carleton	31,607 32	11,190 21	2,351 23	2,390 29			42 61	9,720 71	20 52	93,773 33
	6 57	5 63	1 29	0 05			0 13	3 45		17 12
Final total	11,656,610	232,770,170 37	902,793 34	120,138 43	74,974 02	57,562 08	2,177 39	675,951 41	6,016 72	6,312,393 99

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Grand Trunk Pacific	69,200 98	36,141 46	374,107 88	1,699 39	2 37	46,491 21	19,533 43	89,464 47
Grand Trunk Pacific Branch Lines	33,157 52	18,545 95	116,643 24	253 43		16,594 42	4,567 97	15,038 10
Hereford	2,226 82	1,440 08	6,572 24	52 48		540 51	70 17	
Kent Northern	1,000 00		1,579 95			37 35		
Kettle Valley	4,426 75	7,163 05	20,308 79	115 32		2,009 86		2,736 06
Lotbinière & Megantic			1,514 09			206 84		
Maine Central	422 19	189 91		4 33				
Manitoba Great Northern	1,149 00	297 40	6,906 75	64 17		1,553 36		
Maritime Coal, Railway & Power Co.	1,765 00		1,892 17			155 82		
Massawippi Valley	7,713 94	2,613 71	31,216 45	68 19		1,222 52		
Midland Railway of Manitoba	4,245 11	16 17	28,014 80	121 97		12,838 23	1,035 00	4,492 36
Moncton & Baie du Vin	65 00		3,033 38			232 14		
Montréal & Atlantic	14,085 34	9,375 40	102,362 29	39 97		11,395 87	5,636 81	14,111 20
Morrissey, Ferme & Michel	2,082 30	576 90	2,498 55	16 85		19 00		11,436 52
Napierville Junction	1,931 11		5,155 01					
Nelson & Fort Sheppard	1,857 02	811 71	3,659 50	57 38		504 55		
New Brunswick Coal & Railway Co.			2,221 66			259 81		
New Westminster Southern	83 62	50 38	6 95			3 16		52 22
Ottawa & New York	1,727 64	2,352 59	30,461 07	65 80		128 46	55 29	4,711 01
Pere Marquette	38,278 39	10,454 24	138,259 22	729 98		9,727 16	11,590 86	33,342 62
Quebec Central	10,930 63	9,518 05	109,756 05	943 52		10,861 70	1,640 92	4,816 30
Quebec, Montreal & Southern	6,808 24	2,610 67	34,315 44	138 13		4,215 95		
Quebec Oriental	332 22	857 20	9,284 00			1,104 71	366 90	894 55
Quebec Railway, Light & Power Co.	26 02	1,365 63	8,068 44	174 15		1,234 24		
Red Mountain	361 91	131 88	3,449 64	25 50		256 33		
Roberval-Saguenay	1,247 55	677 89	5,429 79	26 25		2,049 91	70 55	647 58
Rutland & Noyan	153 66	63 62	958 61	0 53		87 55		262 95
Salisbury & Albert			1,546 00			71 48		
St. Lawrence & Adirondack	4,697 25	2,116 36	28,371 87	16 89		2,968 79		
St. Martins	116 18		213 87					
Sydney & Louisbourg	3,417 96	7,207 74	27,834 84	35,989 60		3,639 35	9,108 83	60,279 27
Temiscouata	3,178 98	2,094 65	12,236 32	290 11		1,613 99		
Temiskaming & Northern Ontario	19,730 17	15,137 72	184,886 32	532 15		24,019 32	20,140 07	37,005 79
Thousand Islands	600 00		6,186 43	50 34		857 66		
Toronto, Hamilton & Buffalo	39,769 32	15,280 73	174,323 80	847 46		10,194 60	20,394 46	52,933 10
Vancouver, Victoria & Eastern	9,065 29	5,988 56	198,037 06	433 22		17,675 55	4,250 50	21,889 20
Victoria & Sydney, B.C.	413 83		4,168 19			736 99		
Victoria Terminal Railway & Ferry Co.	26 41		278 30			43 73		
Wabash (in Canada)	29,530 35		32,423 22	7,031 65		1,398 24	2,118 20	2,212 02
York & Carleton			64 34					
Final total	3,297,070 92	1,782,043 64	18,030,750 90	92,601 65	75,964 79	1,890,237 25	1,609,324 48	5,193,916 90

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TABLE 6. Summary of Operating Expenses for the year ending June 30, 1918. *Continued.*
 TABLEAU 6. Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918. *Suite.*

Name of Railway Nom du chemin de fer	Transportation Expenses, Rail Line. <i>Continued.</i> Gestion des transports par rails. <i>Suite.</i>									
	Yard, Switch and Signal Tenders	Yard Engines	Yard Motors	Yard Motors des cours	Yard Motors des cours	Fuel for Yard Locomotives	Yard Switching Power Produced	Water for Yard Locomotives	Lubricants for Yard Locomotives	Other Supplies for Yard Locomotives
Algoma Central & Hudson Bay	1,187 80	9,677 97				21,327 18		182 77	349 07	263 20
Algonia Eastern										
Alberta & Great Waterways										
Atlantic, Quebec & Western										
Brandon, Saskatchewan & Hudson Bay										
British Yukon		387 58				1,656 16			13 08	5 47
Canada & Gulf Terminal										
Canada Southern	51,987 60	224,325 27				389,704 53	7,638 21	15,490 95	1,113 61	3,501 96
Canadian Government Railways										
Intercolonial	21,552 06	295,641 85				629,456 41		19,114 63	5,357 74	5,214 72
Prince Edward Island	286 21	11,531 37				15,285 71		526 03	249 22	178 20
International of New Brunswick						9 04				
St. John & Quebec										
Transcontinental	9,796 45	62,216 43				209,642 61		1 80	7 15	16 01
Canadian Northern System	15,750 87	404,333 37				894,789 43		677 09	1,411 35	1,399 65
Canadian Pacific	161,232 96	1,313,853 18				2,672,708 11		30,215 21	11,243 41	6,975 08
Cape Breton								76,924 52	18,157 57	32,836 31
Carriacou & Gulf Shore						5,300 00			173 50	
Central Canada								30 60		
Central Vermont	480 36					25 19				
Crow's Nest Southern										
Cumberland										
Dominion Atlantic	47 33	10 335 36						214 69	194 75	138 66
Eastern British Columbia										
Edmonton, Dunvegan & British Columbia										
Idaho & Havelock										
Essex Terminal										
St. John & Nanaimo	293 61	3,506 64				2,335 08		128 10	83 35	15 09
Fredericton & Grand Lake Coal & Ry. Co.		3,932 39				8,589 56		108 12	190 85	112 06
Grand Trunk System	134,539 38	718,828 03				1,760,311 44		69,760 36	12,988 85	21,837 57

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Grand Trunk Pacific	8,255 90	61,403 07	124,706 02	5,908 97	1,833 48	1,566 78
Grand Trunk Pacific Branch Lines	1,342 84	11,699 82	20,579 90	1,416 81	281 74	375 58
Hereford		430 18	902 22	21 91	4 62	
Kent Northern	311 35	1,814 92	5,080 34	91 34	115 59	125 02
Kettle Valley						
Loebiniere & Megantic						
Maine Central						
Manitoba Great Northern						
Maritime Coal, Railway & Power Co.		2,000 00	1,200 00	201 80	378 75	
Massachusetts Valley				1 19		
Midland Railway of Manitoba		2,553 60	14,164 23	651 41	143 02	181 93
Moncton & Buctouche						
Montreal & Atlantic	381 10	8,388 58	18,611 62	108 00	175 52	330 00
Morrissey, Fernie & Michel	3,291 49					
Napierville Junction						
Nelson & Fort Sheppard		53 39	228 93		9 85	
New Brunswick Coal & Railway Co.						
New Westminster Southern	589 36	3,208 19	8,823 20	28 28	43 02	21 09
Ottawa & New York	1,784 42	25,458 91	52,128 15	1,383 32	682 23	817 59
Pere Marquette		3,872 00	9,890 10	209 05	267 00	24 02
Quebec Central						
Quebec, Montreal & Southern						
Quebec Oriental	1,995 42	1,077 90	2,690 23			
Quebec Railway, Light & Power Co.						
Red Mountain						
Roberval-Saguenay	225 25	212 24	2,482 95	50 00	54 52	8 69
Rutland & Noyan	26 45	169 53	256 24	6 89	3 80	2 72
Saskiury & Albert						
St. Lawrence & Adirondack						
St. Martins						
Sydney & Louisburg	1,121 88					
Temisconata						
Tenimiskaming & Northern Ontario	2,411 21	22,815 60	59,197 69	652 35	182 28	424 40
Thousand Islands						
Toronto, Hamilton & Buffalo	4,424 21	47,613 26	115,036 64	3,255 57	1,151 36	961 18
Vancouver, Victoria & Eastern	599 85	14,410 85	30,251 79	722 14	131 27	72 49
Victoria & Sydney, B.C.						
Victoria Terminal Railway & Ferry Co.						
Wabash (in Canada)						
York & Carleton						
Final total	429,325 27	3,270,438 76	7,100,311 89	227,968 48	60,039 22	80,418 08

TABLE 6. Summary of Operating Expenses for the year ending June 30, 1918—*Continued.*TABLEAU 6. Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918—*Suite.*

Transportation Expenses, Rail Line—Continued.—Dépenses de transport par rails—Suite.																
Name of Railway Nom du chemin de fer.	Enginehouse Expenses— Yard.	Yard Supplies and Expenses.	Operating Joint Yards and Terminals— Dr.		Operating Joint Yards and Terminals— Cr.		Train Enginemen, Mécaniciens.	Train Motorman, Mécaniciens de route.	Fuel for Train Locomotives, Combustible pour locomotives de route.	Train Power Produced, Acquisi- tion de for- ce motrice de route.	Train Power Purchased, Achat de force motrice de route.					
			\$	cts	\$	cts						\$	cts	\$	cts	
Algoma Central & Hudson Bay	9,359 02	346 69		4,808 05		42,237 23			187,251 63							
Algoma Eastern						37,604 93			118,750 96							
Alberta & Great Waterways				5,043 89		4,814 05		341 26	17,724 11							
Atlantic, Quebec & Western						7,591 95			48,198 97							
Brandon, Saskatchewan & Hudson Bay						7,020 90			19,038 68							
British Yukon						3,919 18			9,441 01							
Canada & Gulf Terminal	59,794 34	10,254 13		541,565 26		2,214 17		60,528 93	11,051 90	35,239 11						
Canada Southern						471,184 38			1,313,409 87							
Canadian Government Railways—																
Intercolonial	155,037 36	26,801 96		253,716 15		1,218,381 20			4,106,716 66							
Prince Edward Island	246 08	128 06				52,104 66			103,185 66							
International of New Brunswick				2,210 80		21,629 61			73,969 55							
St. John & Quebec				2,767 50		10,031 82			48,016 72							
Transcontinental	57,888 49	3,198 40		160,402 41		474,119 18			1,825,212 69							
Canadian Northern System	151,987 96	8,461 94		368,650 83		2,205,510 91		125,033 96	6,809,389 83	10,449 80	36,716 91					
Canadian Pacific	622,878 13	89,118 25		479,486 00		362,059 83			18,318,477 94							
Cape Breton						2,459 55			5,409 35							
Caruquet & Gulf Shore									20,068 60							
Central Canada	931 97			882 52		2,937 87		6 60	5,951 75							
Central Vermont						20,731 38			70,991 50							
Crow's Nest Southern						11,334 63			25,780 37							
Cumberland						11,271 11			13,873 13							
Dominion Atlantic	3,158 70	413 53		2,272 80		54,963 74			163,871 82							
Eastern British Columbia						3,658 25		283 38	3,541 15							
Edmonton, Dunvegan & B.C.				20,501 94		30,063 53			81,114 19							
Elgin & Havelock						190 00			321 09							
Essex Terminal						5,131 95			15,443 43							
Esquimalt & Nanaimo	873 01	50 40				35,567 99			70,466 71							

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Fredericton & Grand Lake Coal & Railway Co.	6 25	177,989 18	962,792 03	4,592 63	13,941 67	7,599,481 91	1,095 00
Grand Trunk System	247,623 97	31,947 80	962,792 03	2,129,736 75	7,599,481 91		
Grand Trunk Pacific	16,163 22	3,198 52	345 45	361,777 74	884,073 15		
Grand Trunk Pacific Branch Lines	1,958 48	429 99		138,895 17	287,928 12		
Hereford				6,036 78	36,720 98		
Kent Northern				1,351 00	4,007 79		
Kettle Valley	691 78	43 93	4,514 83	41,635 34	94,589 08		
Lotbinière & Megantic				1,654 83	7,054 75		
Maine Central				1,681 41	6,026 97		
Manitoba Great Northern				4,288 92	11,738 93		
Maritime Coal, Railway & Power Co.				4,748 81	19,636 14		
Massachusetts Valley	22 40		1,379 66	23,994 20	60,273 59		
Midland Railway of Manitoba	2,712 98	134 75		17,398 20	65,332 74		
Moncton & Buctouche				1,760 44	5,276 88		
Montréal & Atlantic	3,013 40	635 28	67,233 23	97,190 35	279,009 22		
Morrissey, Fernie & Michel	145 00			8,961 28	13,058 04		
Napierville Junction				14,333 68	40,097 42		
Nelson & Fort Sheppard			362 04	5,952 30	14,010 16		
New Brunswick Coal & Railway Co.			4,114 42	2,719 89	4,841 31		
New Westminster Southern				1,789 34	1,438 14		
Ottawa & New York	56 90	2 86	11,033 60	18,728 17	70,428 96		
Pere Marquette	17,031 37	580 11	52,663 86	118,478 08	423,333 86		
Quebec Central	2,983 57		10,225 28	95,369 40	333,012 49		
Quebec, Montréal & Southern				28,146 45	129,278 64		
Quebec Oriental				13,561 40	61,129 82		
Quebec Railway, Light & Power Co.	0 33	152 18		2,164 37	12,603 42		
Red Mountain				2,479 90	4,753 40		
Roberval-Saguenay	2,807 06	25 87		5,410 03	32,883 60	6,004 76	
Rutland & Noyan	44 17	2 58	189 74	892 50	2,007 17		
Salisbury & Albert				3,336 06	11,655 08		
St. Lawrence & Adirondack			143,667 95	50,374 22	176,110 75		
St. Martins				1,021 75	3,684 49		
Sydney & Louisbourg				63,316 29	73,428 55		
Temiscouata				13,575 76	54,619 62		
Temiskaming & Northern Ontario	8,067 84	974 51	89,034 71	111,318 94	451,904 45		
Thousand Islands		13 79		3,319 49	8,973 68		
Toronto, Hamilton & Buffalo	12,460 51	1,082 97	156,019 14	49,154 65	178,747 64		
Vancouver, Victoria & Eastern	3,202 77	141 63	11,125 06	37,638 30	119,625 48		
Victoria & Sidney, B.C.				5,336 61	8,648 61		
Victoria Terminal Railway & Ferry Co.				211 43	548 14		
Wabash (in Canada)	363 68	12 42	598,296 95	160,273 29	384,302 60		
York & Carleton			54 15	1,882 80	2,607 20		
Final total	1,381,484 49	178,169 93	3,082,066 34	14,089,735 38	45,530,117 82	51,693 67	37,811 91

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TABLE 6. Summary of Operating Expenses for the year ending June 30, 1918. *Continued.*
 TABLEAU 6. Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin, 1918. *Suite.*

Name of Railway Nom du chemin de fer	Transportation Expenses, Rail Line. <i>Continued.</i> Dépenses des transports par rails. <i>Suite.</i>									
	Water for train Locomotives	Lubricants for train Locomotives	Other Supplies for train Locomotives	Enginehouse Expenses Train	Tramway	Trainmen	Train Supplies and Expenses	Operating Sleeping Car	Signal and Interlocking Operations	Crossing Protection
	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts
Algoma Central & Hudson Bay	7,281.24	2,531.92	1,620.93	15,843.63	30,072.61	15,065.08	89.71	497.51		
Algoma Eastern	1,985.84	1,415.38	1,339.88	26,592.30	12,493.64	4,492.54				
Alberta & Great Waterways	2,570.07	568.00	537.71	2,181.57	6,006.81	2,492.84				3.62
Atlantic, Quebec & Western	1,896.64	1,066.05		6,634.95	8,116.35	2,016.07				
Brandon, Saskatchewan & Hudson Bay	1,003.91	45.91	145.11	2,917.01	6,811.31	3,685.35				
British Yukon	609.78	156.08	79.95	2,620.11	3,978.11	874.59				
Canada & Gulf Terminal	290.54		720.96	470.95	2,711.00	933.55				
Canada Southern	50,672.18	12,119.30	8,234.56	111,990.36	522,287.02	178,895.71				
Canadian Government Railways -										
Intercolonial	102,782.76	48,000.37	12,796.15	536,129.83	1,409,238.28	109,300.31		121,136.73	1,716.99	28,219.55
Prince Edward Island	2,890.10	1,791.76	1,754.98	14,191.13	67,400.87	16,603.83			72.13	623.36
International of New Brunswick	1,169.17	627.51	330.79	12.55	29,664.94	6,625.32				
St. John & Quebec	820.34	267.33		2,483.34	12,898.08	3,118.97			0.25	
Transcontinental	100,461.11	20,180.81	18,724.04	346,587.40	370,615.89	136,293.24		17,936.71	10,091.99	12,102.67
Canadian Northern System	319,110.28	93,311.21	55,717.29	981,502.52	2,226,015.06	911,203.05		117,406.54	111,515.78	49,491.22
Canadian Pacific	723,752.42	129,205.01	198,555.33	2,027,312.51	5,978,968.97	2,719,719.20		1,119,310.04	129,701.66	
Cape Breton		235.71				65.00				
Carriquet & Gulf Shore		700.00	219.95		10,169.17	131.55				
Central Canada	1,458.02	269.62	143.70	1,107.51	3,263.61	163.31				
Central Vermont	2,712.36	675.42	641.59	5,408.14	20,673.83	7,992.43			39.75	
Cross's Nest Southern	1,023.06	192.71	258.06	3,167.57	15,425.24	5,161.65				
Cumberland	201.00	973.15	159.14	3,337.80		114.76				
Dominion Atlantic	3,181.34	1,068.73	1,283.91	25,071.71	60,562.16	20,495.65				1,586.37
Eastern British Columbia	1,141.30	121.19	325.99	882.97	1,395.70	52.75				
Edmonton, Dunvegan & B.C.	19,051.04	1,774.26	1,878.96	10,391.13	30,426.63	13,490.79		2,837.43	1,712.32	232.49
Elgin & Havelock					241.67	35.52				
Essex Terminal	151.43	279.39		1,582.41	4,211.05				2,403.77	
Esquimalt & Nanaimo	1,861.29	751.58	821.81	13,417.92	36,372.93	8,091.81			1,268.57	

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Fredericton & Grand Lake Coal & Railway Co.	241 11	252 68	1,884 51	4,855 59	1,614 64	23,957 11
Grand Trunk System	49,668 40	94,006 40	739,278 17	2,182,964 22	785,776 15	117,170 72
Grand Trunk Pacific	15,227 96	11,089 00	123,370 46	370,954 59	199,181 61	15,770 01
Grand Trunk Pacific Branch Lines	4,829 55	4,406 35	51,062 98	136,994 35	51,740 31	35,135 65
Herford	1,212 01	274 82	4,008 68	8,749 84	2,351 28	23,191 05
Kent Northern	107 50			737 53	41 90	763 21
Kettle Valley	2,604 43	1,366 32	13,574 53	37,749 08	11,118 62	1,347 16
Leotihere & Maganie	129 42	42 88	917 59	2,242 25	219 27	
Maine Central	24 21	38 33	846 61	1,987 18	473 18	
Manitoba Great Northern	30 31	82 58	1,094 65	6,350 54	2,417 05	5,268 76
Maritime Coal, Railway & Power Co.	1,541 01	1,442 26	1,652 93	5,452 68	161 20	
Massachusetts Valley	1,510 77	762 86	6,315 80	24,816 20	5,809 34	1 68
Midland Railway of Manitoba	2,689 49	539 48	7,504 09	15,013 18	8,221 42	
Moncton & Baie du Nord	208 62		510 05	2,246 30	274 96	1,910 54
Montreal & Atlantic	1,749 98	3,228 15	29,527 21	90,583 70	19,013 31	1,109 56
Morrissey, Fernie & Michel	246 00	384 95		902 65	87 59	
Napierville Junction	523 46	623 25	7,557 67	12,293 98	3,177 37	2,271 09
Nelson & Fort Sheppard	48 89	164 31	2,044 46	5,687 88	3,289 29	
New Brunswick Coal & Railway Co.	732 63	79 18	1,637 99	3,378 27	176 24	
New Westminster Southern	7 17	10 32		3,375 13		
Ottawa & New York	560 58	314 61	7,629 70	24,288 88	3,346 57	5,671 50
Pere Marquette	3,900 11	3,485 94	22,339 47	135,559 82	14,252 55	2,447 50
Quebec Central	4,798 99	455 99	25,174 88	96,988 29	19,323 46	
Quebec, Montreal & Southern	819 20	921 91	13,356 66	30,999 99	6,743 40	4,943 06
Quebec Oriental	331 16	10 00	7,110 88	15,391 00	2,083 07	
Quebec Railway, Light & Power Co.	175 91	329 11	463 44	8,765 31	1,882 82	
Red Mountain	8 66	11 16	474 69	3,011 35	659 43	
Roberval-Saguenay	451 11	287 78	29 73	9,665 36	1,224 24	
Rothland & Noyan	32 55	26 47	364 54	1,006 46	205 58	17 30
Salisbury & Albert	177 16		435 40	2,440 53	36 22	
St. Lawrence & Adirondack	1,127 58	978 48	19,843 47	68,599 87	1,895 58	415 32
St. Martins	52 00	10 79	290 88	2,150 71	297 07	
Sydney & Louisbourg	7,219 78	4,165 99	17,236 47		2,019 17	
Tenimiskaming & Northern Ontario	4,667 73	408 80		15,214 81	2,415 37	778 53
Thousand Islands	4,639 32	2,351 13	40,590 58	132,486 57	45,657 07	
Thosdon, Hamilton	229 93	31 15	255 76	1,560 06	155 03	
Toronto	10,311 55	3,293 84	39,480 77	54,759 28	31,781 33	13,470 88
Vancouver, Victoria & Eastern	2,217 08	789 21	9,127 59	41,951 09	48,081 27	1,423 50
Victoria & Sidney, B.C.	123 11	38 12	463 53	3,036 20	319 56	209 15
Victoria Terminal Railway & Ferry Co.						
Wabash (in Canada)	7 12	2 43	33 90	195 02	21 69	13 29
York & Carleton	27,049 32	7,383 79	67,846 90	174,871 01	81,928 92	13 37
		127 40		1,247 59	18 39	
Total	429,812 73	478,954 31	5,411,100 40	14,822,250 46	5,823,606 45	157,846 61
Total						296,982 17

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TABLE 6.—Summary of Operating Expenses for the year ending June 30, 1918—*Continued*.TABLEAU 6. Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918—*Suite*.

Name of Railway Nom du chemin de fer	Transportation Expenses, Rail Line— <i>Continued</i> .—Gestion des transports par rails— <i>Suite</i> .									
	Drawbridge Operation.	Telegraph and Telephone Operation.	Operating Floating Equipment.	Express Service.	Stationery and Printing.	Other Expenses.	Operating Joint Tracks and facilities— Dr.	Operating Joint Tracks and facilities— Cr.		
	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$	cts
Algoma Central & Hudson Bay										
Algoma Eastern	983 63				2,820 27	3,235 19				
Alberta & Great Waterways		65 29			2,924 88	1,496 54	1,556 64			
Atlantic, Quebec & Western					340 01	40 80				
Brandon, Saskatchewan & Hudson Bay		224 74			365 00	118 30				
British Yukon		801 00			375 32	98 42				
Canada & Gulf Terminal					268 95	1,035 50				
Canada Southern	3,035 35	30,337 53			590 37	3,203 85	1,895 77			
Canadian Government Railways					36,708 47	21,730 28	23,065 99		25,841 56	
Intercolonial	3,414 66	16,577 02	156,357 22		116,252 38	1,096 41	21,462 93		8,885 04	
Prince Edward Island	627 30	2,483 78	125,599 98		9,172 50					
International of New Brunswick		1,853 66			449 64					
St. John & Quebec	8 77				577 32	388 25				
Transcontinental	2,217 70	11,530 24			30,936 86	54 60	1,463 83			
Canadian Northern System	8,620 28	19,786 53	115,130 93	19,124 20	152,488 10	6,247 46	18,544 56	2,026 62		
Canadian Pacific	20,511 67	223,792 78	61,229 40		387,788 00	73,717 56	123,273 52	36,318 43		
Cape Breton		174 28			302 37	31 18				
Charquet & Gulf Shore		730 43				463 52				
Central Canada		21 40			498 81					
Central Vermont	1,745 23	253 77			2,433 82	62 30				
Crow's Nest Southern		80 79			499 22	1,350 02				
Cumberland		23 59			545 98	3,262 01				
Dominion Atlantic	2,158 36	7 69			5,054 41	1,069 29				
Eastern British Columbia		5 21			461 28	69 72				
Edmonton, Dunvegan & British Columbia		1,395 96			3,498 69	247 69				
Elgin & Havelock						7,033 07				
Essex Terminal		72 81								
Esquimalt & Nanaimo	2,396 33	215 20			6,143 25	213 63				
Fredericton & Grand Lake Coal & Ry. Co					512 53	8,723 98				

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Grand Trunk System	28,319 35	52,596 02	258,992 82	199,738 27	29,506 52	14,166 29	168,569 70
Grand Trunk Pacific		20,476 53	24 20	38,477 51	11,396 76	4,341 59	1,332 54
Grand Trunk Pacific Branch Lines		4,268 22		12,261 63	4,399 14	3 93	
Hereford				661 66	83 42		
Kent Northern	2 43	412 36		17 25	1,600 00		
Kettle Valley				2,346 99	15 68	208 33	1,472 74
Lotbiniere & Megantic				120 86	16 11	10 00	360 00
Maine Central				135 73	16 28		
Manitoba Great Northern		257 97		235 41	77 09		
Maritime Coal, Railway & Power Co.		125 57		110 00			
Massachusetts Valley		5 92		170 98	80 07	1,476 12	
Midland Railway of Manitoba		1,325 66		1,844 81	1,001 92	13,258 52	
Moneton & Buctouche					2,400 00		
Montreal & Atlantic				6,366 92	46 78	1,249 46	96 09
Morrissey, Fernie & Michel							
Naperville Junction		65 47		1,075 91	3 62	1,463 86	381 62
Nelson & Fort Sheppard		2,843 05		304 98	1,361 75		
New Brunswick Coal & Railway Co.	50 00			190 52	25 87		
New Westminster Southern		0 86			10 96		27 50
Ottawa & New York	740 75		35,946 53	1,786 64	3,281 40	5,955 88	
Pere Marquette	863 09	7,047 98		9,114 57	3,068 95	26,764 81	2,162 39
Quebec Central		5,332 60		4,386 36	51 22	12,826 14	
Quebec, Montreal & Southern	613 07	747 69		5,847 29	696 31	945 97	1,107 10
Quebec Oriental				370 00			
Quebec Railway, Light & Power Co.	240 49			1,239 32	82 54		
Red Mountain		26 82		87 41	59 33		
Roberval-Saguenay		657 70		807 83	571 71		
Rutland & Noyan	18 69	10 43		61 69	3 48	24 88	5 46
Salisbury & Albert				36 83	602 15		
St. Lawrence & Ashrounack				2,782 84		7,480 99	774 00
St. Martins		18 17			1,600 80		
St. Martins & Louisburg		43 85			12,900 00		
Temiscouata		1,148 30		2,859 85	71 75		
Temiskaming & Northern Ontario				1,429 86	1,873 60		849 35
Thousand Islands				13,087 79	29 35		
Toronto, Hamilton & Buffalo				90 70	511 85	5,602 28	572 58
Vancouver, Victoria & Eastern	2,424 71	1,512 87	10,519 00	15,881 55	4,839 13	5,692 93	4,593 33
Victoria & Sydney, B.C.		954 14		1,665 28			
Victoria Terminal Railway & Ferry Co.							
Wabash (in Canada)		702 21		6,325 73	1,075 18	118,899 08	31 13
York & Carleton				18 50			
Final total	79,021 95	411,014 09	763,800 08	1,093,423 20	218,940 19	414,034 30	256,007 18

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TABLE 6 Summary of Operating Expenses for the year ending June 30, 1918. *Continued.*TABLEAU 6 Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918. *Suite.*

Transportation Expenses, Rail Line. <i>Continued.</i> Dépenses des transports par rails. <i>Suite.</i>												
Name of Railway Nom du chemin de fer	Insurance Assurances.		Clearing Wrecks. Enlèvement des débris.	Damage to Property. Domage à la propriété.		Damage to Live Stock on Right of Way. Domage au bétail pas- sant sur la voïe.	Loss and Damage Freight. Pertes et dommages Marchan- dises.		Loss and Damage Baggage. Pertes et dommages Bagages.	Injuries to Persons. Blessures aux personnes.		
	\$	cts		\$	cts		\$	cts			\$	cts
Algoma Central - Hudson Bay												
Algoma Eastern	2,806	26	11,181	01	224	80	60	00	1,403	95	616	67
Alberta & Great Waterways	3,189	56	7,092	46	334	00	334	00	959	11	730	43
Atlantic, Quebec & Western	106	83	1,000	22	125	00	112	23	133	11	12	50
Brandon, Saskatchewan & Hudson Bay			101	29	71	00	71	00	190	78	11	50
British Yukon	135	11	50	41	30	03	411	51	271	58	0	14
Canada & Gulf Terminal			200	45					892	51		
Canada Southern	182	69	18,757	49	1,678	95	1,945	89	163	18	161	93
Canadian Government Railways									272,251	79		
Intercolonial	1,892	45	96,680	90	10,301	88	7,412	22	213,055	36	945	53
Prince Edward Island	115	16	6,313	13	185	21	316	21	4,869	51	25	75
International of New Brunswick	9	71	13,013	25	110	69	110	69	178	40		
St. John & Quebec	11	93	640	41			12	70	50	40		
Transcontinental	3,293	88	90,289	75	2,045	92	2,747	59	58,247	45	172	75
Canadian Northern System			212,035	68	32,001	00	24,889	45	329,923	39	6,449	39
Canadian Pacific	138,305	87	167,117	99	61,645	06	51,815	68	1,198,846	34	1,173	43
Cape Breton					59	70			115	77		
Carcinet & Gulf Shore												
Central Canada	90	53	534	41			8	65	42	61		
Central Vermont	93	60	163	88	237	37	229	30	942	99	0	13
Crow's Nest Southern	711	65	102	50	2,983	73	241	90	515	79	0	12
Cumberland												
Dominion Atlantic												
Eastern British Columbia												
Edmonton, Duvergier & British Columbia												
Elgin & Havelock												
Essex Terminal												
Esquimaux & Nanaimo												
Fredericton & Grand Lake Coal & Ry. Co.												

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Grand Trunk System	45,084 65	134,824 75	24,934 22	13,072 42	652,310 37	5,037 37	291,116 88	25,614,026 96
Grand Trunk Pacific	9,124 76	21,850 21	3,962 25	1,903 87	82,127 20	370 47	19,511 37	3,371,305 13
Grand Trunk Pacific Branch Lines	1,021 12	5,941 83	3,907 77	1,385 33	16,513 97	80 19	1,223 82	1,056,588 52
Hereford	126 61	656 01			1,041 85			75,637 59
Kent Northern			46 11	305 47	803 12	2 90	10 97	10,578 60
Kettle Valley	1,622 71	1,615 96		45 00	3 90			263,708 57
Lothniere & Megantic					305 84			13,817 79
Maine Central	20 24							12,313 48
Manitoba Great Northern	175 00	16 24	47 82	135 68	301 59	0 08	13 21	43,477 13
Maritime Coal, Railway & Power Co.		572 88		188 36	15 12			43,485 61
Massachusetts Valley	79 61	348 87	206 19	11 00	1,000 05	47 35		178,208 55
Midland Railway of Manitoba	465 00	894 03	70 54	152 80	4,256 30	90 62	178 21	218,835 07
Moncton & Buctouche					1,072 08			17,079 85
Montreal & Atlantic		2,609 85	708 87	122 15	10,657 09		6,571 92	811,101 46
Morrissey, Ferrie & Michel		4 10			31 70			43,139 17
Napierville Junction	16 01	1,373 75	209 80	348 70	476 56		46 04	103,434 18
Nelson & Fort Sheppard	312 51	165 54	4 56	1,341 53	95 90	0 14	63 36	48,571 96
New Brunswick Coal & Railway Co.		153 18			55 00	30 80	25 00	16,927 61
New Westminster Southern		3 27	0 06		6 26	1 00	5 33	6,888 32
Ottawa & New York	45 58	546 09	302 46	2 27	536 49		24 41	204,994 33
Pore Marquette	3,152 89	3,139 51	1,494 25	1,270 12	33,141 60	86 78	16,194 31	1,270,185 22
Quebec Central	3,960 00	4,128 75	5 00	530 00	2,744 59	26 00	1,992 05	841,418 44
Quebec, Montreal & Southern	123 41	2,273 20	517 50	164 33	2,349 51	90 00	1,204 05	290,137 24
Quebec Oriental		156 64	10 00	780 00	974 36	29 51		115,864 10
Quebec Railway, Light & Power Co.		119 58	7 15		46 81		16 12	16,313 78
Red Mountain	447 35	17 45	36 71	82 08	2 58		2,664 10	18,801 53
Roberval-Saguenay		141 81	37 95	5 00	162 58			77,447 66
Rutland & Noyan	3 70	32 44	5 90	6 32	82 25	1 32	102 42	7,583 71
Salisbury & Albert		75 33		62 28	213 75			20,729 37
St. Lawrence & Adirondack	181 67	408 32	138 41	262 40	4,094 17	38 36	54 13	321,417 89
St. Martins								9,482 39
Sydney & Louisburg		1,389 21		300 00	457 87		257 15	310,181 68
Tenimiskaming		2,135 95		6 00	195 97			111,118 19
Tenimiskaming & Northern Ontario	1,728 03	1,711 64	1,058 02	181 91	5,687 00	77 70	3,162 19	1,153,815 39
Thousand Islands		134 47	10 00				3 60	22,837 44
Toronto, Hamilton & Buffalo	374 02	2,919 32	1,793 97	847 13	11,953 12	62 18	24,702 28	811,689 98
Vancouver, Victoria & Eastern	26,644 81	5,758 87	4,039 83	2,011 53	2,769 68	128 97	1,311 16	607,186 45
Victoria & Sydney, P.C.	67 46	10 58	10 58	10 31	167 70		2 35	22,217 15
Victoria Terminal Railway & Ferry Co.	4 30	0 67	0 67	0 66	11 32		0 15	1,426 32
Walden & Canadian	5,186 97	6,258 81	7,230 92	1,502 83	81,521 55	91 20	13,866 26	1,820,089 51
York & Carleton		6 72						5,972 91
Final total	256,744 54	841,476 51	164,312 95	121,888 90	2,932,449 39	15,903 64	1,056,801 74	145,107,396 15

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Grand Trunk System.....						295,728 22				17,029 37	
Grand Trunk Pacific.....						112,729 32					
Grand Trunk Pacific Branch Lines.....						9,722 37					
Hereford.....											
Kent Northern.....											
Kettle Valley.....						10,744 35					
Lotbiniere & Megantic.....											
Maine Central.....											
Manitoba Great Northern.....											
Maritime Coal, Railway & Power Co.....											
Massawippi Valley.....											
Midland Railway of Manitoba.....						13,394 35					
Moncton & Buctouche.....											
Montreal & Atlantic.....											
Morrissey, Fernie & Michel.....											
Napierville Junction.....											
Nelson & Fort Sheppard.....											
New Brunswick Coal & Railway Co.....											
New Westminster Southern.....											
Ottawa & New York.....											
Pere Marquette.....						12,569 17					
Quebec Central.....											
Quebec, Montreal & Southern.....											
Quebec Oriental.....											
Quebec Railway, Light & Power Co.....											
Red Mountain.....											
Roberval-Saguenay.....											
Rutland & Noyan.....											
Salisbury & Albert.....											
St. Lawrence & Adirondack.....											
St. Martins.....											
Sydney & Louisburg.....											
Temiscouata.....						17,495 36					
Thousand Islands.....											
Toronto, Hamilton & Buffalo.....						21,667 57					
Vancouver, Victoria & Eastern.....						3,642 29					
Victoria & Sydney, B.C.....											
Victoria Terminal Railway & Ferry Co.....											
Wabash (in Canada).....						11,613 04					
York & Carleton.....											
Final total.....	1,118,362 57	325,341 83	109,254 43	1,552,958 83	3,243,229 83	721,969 76	373,253 67	15,263 53			

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TABLE 6. Summary of Operating Expenses for the year ending June 30, 1918. *Continued.*
 TABLEAU 6. Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918. *Suite.*

Name of Railway Nom du chemin de fer	Miscellaneous Operations Coulables		General Expenses - Dépenses générales.		Insurance. Assurance.	Law Expenses. Frais judiciaires.	Relief Department Division des secours.	
	Other Miscellaneous Operations.	Total Miscellaneous Operations.	Salaries and Expenses of General Officers.	Salaries and Expenses of Clerks and Attendants.				General Supplies and Expenses.
	\$	cts	\$	cts	\$	cts	\$	cts
Algoma Central - Hudson Bay			23,022 97	10,658 62	2,972 70	8,785 78	865 60	
Algoma Eastern			7,189 30	3,593 37	955 61	597 92	229 21	
Alberta & Great Waterways			1,011 82	2,033 75	436 80	10 00	33 28	
Atlantic, Quebec & Western			11,012 46	2,923 00	66 31		751 11	
Brandon, Saskatchewan & Hudson Bay			633 56	2,278 41	129 65	1,335 70	1 36	
British Yukon			10,397 77	5,078 89	979 79	1,661 41	1,899 09	
Canada & Gulf Terminal			1,462 72		3,770 10	1,297 76	1,077 89	
Canada Southern		180,922 06	12,271 66	188,217 10	7,154 17	41,491 04	321 35	
Canadian Government Railway - Intercolonial		140,890 87	31,426 17	168,379 00	9,698 68	23,741 07	169 09	8,455 17
Prince Edward Island			1,205 46	6,695 87	568 93	982 55	7 76	347 55
International of New Brunswick			621 95	3,317 68	191 14	480 82	3 48	167 71
St. John & Quebec			828 60	2,501 25				
Transcontinental		26,499 18	27,681 46	88,397 18	1,569 32	8,185 83	2,526 50	
Canadian Northern System		543,970 97	134,096 26	519,781 53	73,372 07	128,219 80	21,020 32	
Canadian Pacific		2,625,893 01	360,327 18	931,429 40	129,583 03	211,582 81	490,000 00	
Cape Breton			1,774 32				472 76	
Carleton & Gulf Shore			3,818 15	2,657 78	770 55	26 00	684 44	
Central Canada		110 17	3,831 18	2,019 82	305 39		21 16	25 60
Central Vermont			1,373 72	5,753 96	134 89	1,452 01	2 00	
Crow's Nest Southern			857 31	3,032 19	126 88	2,657 32	5 41	
Cumberland			1,326 00	749 12	971 62		377 52	99 75
Dominion Atlantic			12,672 17	21,059 12	2,648 92	517 50	22,000 46	
Dominion British Columbia			2,298 45	100 00	224 77		334 75	
Edmonton, Dunvegan & British Columbia		137 20	18,036 83	6,912 83	1,993 13	3,825 78	197 50	25 00
Elgin & Havelock			4 89	25 81	1 71	2 13	0 26	1 17
Essex Terminal			1,069 56	802 50	711 04	785 06	255 00	
Esquimalt & Nanaimo			1,959 21	796 72	146 01	692 11	6,688 40	

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	1,839 44	1,872 47	268 46	79 95	11,889 25
Fredericton & Grand Lake Coal & Ry. Co.	1,839 44	1,872 47	268 46	79 95	11,889 25
Grand Trunk System...	184,835 66	555,433 56	74,037 48	87,110 49	487 88
Grand Trunk Pacific	72,920 47	100,801 55	9,201 07	28,688 94	6,807 25
Grand Trunk Pacific Branch Lines	21,222 57	30,215 84	2,634 91	8,111 75	2,325 63
Hereford	722 89	3,164 95	178 18	419 91	2 01
Kent Northern	1,367 95	10,221 20	163 96	10 00	208 75
Kettle Valley	2,594 37	1,406 51	463 35	113 37	869 51
Loftbier & Mécantié	1,524 30	691 26	436 58	229 90	2 65
Maine Central	147 79	1,493 26	36 84	54 63	480 00
Manitoba Great Northern	397 01	600 00	77 26	1,335 42	1 26
Maritime Coal, Railway & Power Co.	1,320 00	9,336 26	110 03	1,797 53	1,389 70
Massawippi Valley	693 47	6,323 95	362 90	2,799 01	14 84
Midland Railway of Manitoba	1,618 97	771 34	1,051 65	2 59	411 31
Moncton & Buctouche	2,355 95	33,046 74		926 91	1,843 20
Montreal & Atlantic	5,143 36	1,135 60	0 60	50 00	1,156 10
Morrissey, Fernie & Michel	18,472 88	2,280 57	98 20	1,216 79	3 92
Naperville Junction	612 52	1,891 22	15 97	2,087 90	
Nelson & Fort Sheppard	1,855 95	1,061 50		720 58	
New Brunswick Coal & Railway Co.	52 80	26 54		425 20	
New Westminster Southern	1,868 25	3,715 42	1,203 62	11,635 15	219 70
Ottawa & New York	14,152 88	69,737 58	3,251 58	504 00	504 00
Père Marquette	17,182 01	20,055 23	8,056 28	1,011 50	64 75
Quebec Central	3,825 51	12,506 52	64 12	3,791 14	436 86
Quebec, Montreal & Southern	12,506 52	2,938 90	118 00	1,314 17	2,858 55
Quebec Oriental	2,541 85	4,158 71	390 50	355 57	1,314 17
Quebec Railway, Light & Power Co.	82 72	397 13	13 28	353 42	0 21
Red Mountain	4,165 98	2,527 60	2,539 38	3,047 13	515 94
Roberval-Saguenay	91 49	424 03	45 26	69 69	1 35
Rutland & Noyan	2,621 65	3,911 02	131 50	135 50	19 52
Salisbury & Albert	2,850 41	3,486 79	3,486 79	1,335 39	34 08
St. Lawrence & Adirondack	366 28	393 19	2 20	305 90	2,067 33
St. Martins	1,800 00	6,617 63	16,233 63	1,111 82	1,111 82
Sydney & Louisburg	7,828 15	3,043 42	624 26	50 00	172 90
Temisconata	20,482 58	51,018 38	8,033 41	5,165 81	792 71
Thousand Islands	1,726 05	706 00	682 97	11 45	60 28
Trenton & Hamilton	30,579 29	22,111 71	3,214 88	23,225 67	19 50
Toronto, Hamilton & Buffalo	3,337 32	10,535 80	503 45	9,643 04	488 42
Vancouver, Victoria & Eastern	392 50	1,472 03	321 71	21 72	31 18
Victoria & Sydney, B.C.	18 65	95 02		10,981 66	51 98
Victoria Terminal Railway & Ferry Co.	13,201 39	63,245 00	5,878 61	1 07	0 13
Wabash (in Canada)	2 44	12 90	0 86		
York & Carleton					
Final total..	1,171,324 68	3,020,680 14	380,278 42	678,829 51	33,437 18

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TABLE 6.—Summary of Operating Expenses for the year ending June 30, 1918—Continued.
TABLEAU 6.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918—Suite.

Name of Railway. Nom du chemin de fer	General Expenses—Concluded.—Dépenses générales—Fin.									
	Pensions. Pensions.	Stationery and Printing. Papeterie et impressions.	Other Expenses. Autres dépenses.	General Joint Facilities—Dr. Facilités communes en général—Dr.	General Joint Facilities—Cr. Facilités communes en général—Av.	Total General Expenses. Total des dépenses générales.	Transportation for Investment—Cr. Transport pour placement—Av.			
	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$	cts	\$ cts
Algoma Central & Hudson Bay		2,334 43	17,495 07			66,635 19				
Algoma Eastern		627 98	7,378 55			20,592 97				2,982 50
Alberta & Great Waterways		135 49	7,966 50		45 00	7,685 70				
Atlantic, Quebec & Western		352 30	783 08			15,888 59				
Brandon, Saskatchewan & Hudson Bay	68 21	144 39	179 51			4,774 36				90 05
British Yukon		280 71	1,197 71			21,458 40				
Canada & Gulf Terminal		353 18				7,931 65				
Canada Southern	14,942 47	26,121 62	22,977 38			346,499 79				
Canadian Government Railways—										
Intercolonial	\$6,760 43	28,353 76	18,630 06			375,613 73				
Prince Edward Island	3,851 93	1,155 49	709 05			15,414 59				
International of New Brunswick	1,685 12	562 92	371 85			7,405 67				
St. John & Quebec	332 45	60 21	60 21			3,722 51				
Transcontinental	17,097 06	15,065 62	8,540 98		391 17	178,488 74				
Canadian Northern System		55,983 61	199,474 93			1,136,440 06				
Canadian Pacific		118,442 67	356,061 28		2,982 95	2,629,633 31				
Cape Breton			39 07			2,286 15				
Caracquet & Gulf Shore		250 00	2,394 43			11,631 35				
Central Canada	480 00	162 18	2,400 92			6,881 65				
Central Vermont	77 92	862 65	6 60			10,666 23				
Crow's Nest Southern		196 39	206 92			7,160 64				120 98
Cumberland			3,184 47			6,708 48				
Dominion Atlantic	6,081 43	3,143 17	2,890 71			71,023 08				
Eastern British Columbia		128 84	5 23			33,899 94				
Edmonton, Dunvegan & British Columbia		891 35	2,017 52			3,002 04				
Elgin & Havelock		3 84	938 27			1,000 95				
Essex Terminal	22 87	319 04	16,639 91			20,582 11				
Esquimalt & Nanaimo		282 09	792 17			11,356 74				
Fredericton & Grand Lake		92 77	240 25			4,393 34				
Grand Trunk System	309,929 30	69,932 11	142,130 06	49 24	1,321 80	1,434,501 43				3,089 59

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Grand Trunk Pacific	876 63	12,040 82	7,243 82	2,218 70	11 87	240,790 38	
Grand Trunk Pacific Branch Lines	301 67	3,783 77	2,443 15			74,069 29	
Hereford	326 43	249 61	378 35			5,442 33	
Kent Northern			251 35			2,001 95	
Kettle Valley		1,224 81	1,380 30			15,997 49	
Lotbinière & Mégantic		37 17	1,071 43			5,575 40	
Maine Central		51 29	77 09			1,088 90	
Manitoba Great Northern	39 09	96 44	114 92			3,756 65	46 96
Maritime Coal, Railway & Power Co.		28 80				3,818 50	
Massachusetts Valley		4 25	102 67			12,036 97	
Midland Railway of Manitoba	176 18	735 32	376 72	2,785 65		15,193 63	
Moncton & Buctouche	27 77	478 24	538 16			5,841 41	
Montreal & Atlantic			1,409 10			37,225 95	
Morrissey, Fernie & Michel		328 57	170 60	4,564 80		14,094 54	
Napierville Junction		312 32	462 64			22,745 80	
Nelson & Fort Sheppard	53 14	174 58	151 89			5,073 46	2 64
New Brunswick Coal & Railway Co.		32 75	661 42			3,630 52	0 15
New Westminster Southern			7 74			807 66	
Ottawa & New York	32 64	301 52	126 79			7,673 44	
Père Marquette		4,862 95	3,755 69			107,618 52	89 56
Quebec Central	3,982 50	1,327 66	7,724 40			59,843 58	
Quebec, Montreal & Southern		1,789 27	1,125 79			23,227 10	
Quebec Oriental		404 30	683 39			16,957 86	
Quebec Railway, Light & Power Co.		487 24	1,116 51			13,223 10	
Red Mountain	5 86	25 25	14 88			892 78	0 54
Roberval-Saguenay		1,630 70	7,529 24			22,284 87	
Rutland & Noyan		38 39	220 55			890 76	
Salisbury & Albert	68 30	576 85	3,464 32			6,362 38	
St. Lawrence & Adirondack	29 41	83 69	44 92			12,282 68	
St. Martins			97 93			1,314 18	
Sydney & Louisbourg			16,232 49			43,255 94	
Temiscouata		673 07	3,412 02	540 00	119 33	17,282 75	1,089 91
Temiskaming & Northern Ontario	759 94	5,419 76	14,598 42			105,531 87	
Thousand Islands		63 33	43 60			4,026 11	
Toronto, Hamilton & Buffalo		2,318 67	8,456 66			89,997 16	
Vancouver, Victoria & Eastern	264 65	645 26	775 37	449 06	583 04	25,590 48	240 00
Victoria & Sidney, B.C.		298 84				2,883 50	
Victoria Terminal Railway & Ferry Co.		17 74				184 31	
Wabash (in Canada)	662 18	5,214 37	3,760 76	1,033 20		104,122 38	303 64
York & Carleton	11 44	1 92	4 68			36 02	
Final total.	448,938 62	371,929 03	897,315 45	18,758 19	5,018 99	7,597,985 10	8,056 58

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TABLE 6. Summary of Operating Expenses for the year ending June 30, 1918. *Continued.*TABLEAU 6. Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918. *Fin.*

Reconciliation of Expenses. Récapitulation des dépenses.

Name of Railway Nom du chemin de fer.	Maintenance of Way and Structures Entretien des voies et constructions.		Maintenance of Equipment Entretien du matériel.		Traffic.		Transportation Rail Line.		Transportation Water Line.		Miscellaneous Operations Expéditions diverses.		General Expenses Dépenses générales.		Transportation for Investment C.C.		Total Operating Expenses Total des frais d'exploitation.	
	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts
Algoma Central & Hudson Bay	356,524	73	224,203	45	8,159	35	199,413	22	267,293	60			66,035	19			1,422,226	54
Algoma Eastern	113,425	03	115,418	53	5,495	45	309,748	37					30,292	97	2,982	50	501,427	03
Alberta & Great Waterways	20,209	04	19,035	18	1,071	07	52,012	10					7,685	70			100,563	96
Atlantic, Quebec & Western	50,165	18	27,482	95	3,166	02	87,131	87					15,888	59			180,668	59
Brampton, Saskatchewan & Hudson Bay	59,885	13	15,300	16	3,345	49	43,445	49					4,774	36	90	05	114,381	11
British Yukon	35,901	08	11,267	59	7,681	05	46,441	98					21,458	40			122,810	70
Canada & Gulf Terminal	12,129	55	11,977	67	4,414	37	29,185	72					7,934	65			62,637	24
Canada Southern	1,651,159	07	1,940,526	66	353,136	77	5,684,045	42			180,942	06	346,499	79			10,136,269	77
Canadian Government Railways																		
Intercolonial	4,581,865	87	3,850,564	51	289,228	44	12,611,422	40	182,652	16	440,890	87	375,613	73			22,338,231	71
Prince Edward Island	310,655	91	128,334	14	11,755	15	390,566	05	133,613	06			15,414	59			1,130,379	30
International of New Brunswick	114,405	41	44,851	72	3,488	74	166,496	11					7,495	67			336,620	65
St. John & Quebec	55,824	81	6,776	58	4,032	70	89,393	62					3,722	51			157,680	24
Transcontinental	3,763,970	35	2,191,029	26	195,901	57	4,838,057	36			36,429	18	178,488	74			11,475,708	06
Canadian Northern System	7,673,480	38	7,060,009	74	784,111	08	21,320,669	14	5,494	16	543,970	37	1,139,410	06			38,524,266	43
Canadian Pacific	19,031,500	71	24,744,450	24	3,665,832	48	38,919,013	90	963,965	25	2,625,893	04	2,629,633	34			111,569,948	9
Cape Breton	9,840	50	1,543	97	76	73	12,985	96					2,386	45			26,703	42
Caracquet & Gulf Shore	33,793	15	15,584	77	415	01	43,625	40					11,471	35			105,044	08
Central Canada	19,226	04	3,629	49	380	11	21,731	18					6,881	65			51,878	47
Central Vermont	141,940	66	33,214	39	6,836	49	170,940	98			110	17	10,036	23			306,678	92
Crow's Nest Southern	70,233	61	31,089	29	4,917	31	84,978	00					7,160	64	120	98	197,347	87
Cumberland	31,729	97	15,473	01	51	08	61,184	25					6,708	48			115,146	79
Dominion Atlantic	218,853	89	97,163	59	26,422	84	302,030	44					71,023	08			915,553	81
Eastern British Columbia	15,423	01	5,757	89			17,439	55					3,002	04			41,650	52
Edmonton, Dunvegan & B.C.	180,754	76	80,359	07	7,053	18	243,614	40			147	20	33,899	91			546,018	85
Ellen & Havelock	9,568	06	2,088	89	34	37	7,506	04					1,000	95			20,598	51
Essex Terminal	19,309	97	12,158	71	408	91	36,399	25					29,582	11			88,838	95
Esquimalt & Nanaimo	139,782	45	104,587	95	270	31	269,474	25					11,556	71			525,471	40

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Fredericton, Grand Lake Coal & Railway Co.	19,745 25	5,647 54	147 00	56,119 95	4,393 34	3,089 59	86,056 08
Grand Trunk System.	6,065,644 67	10,765,338 82	1,002,821 31	23,614,026 96	1,434,504 43		43,252,004 19
Grand Trunk Pacific.	2,096,208 85	2,293,079 39	158,382 31	3,371,305 13	240,790 38		8,269,814 01
Grand Trunk Pacific Branch Lines	668,804 01	596,088 02	50,315 64	1,056,588 52	74,069 29		2,455,587 85
Hereford.	50,119 72	21,749 43	2,098 33	75,637 50	5,422 33		155,047 60
Kent Northern	6,914 28	4,084 58		10,578 60	2,001 95		23,609 41
Kettle Valley	271,997 28	77,555 50	6,000 22	263,768 57	15,997 49		646,063 41
Lotbinière & Mégantic	11,824 11	4,279 26	411 00	13,817 79	5,575 40		35,907 56
Maine Central	3,139 17	2,791 48	439 11	12,313 18	1,088 90		19,771 81
Manitoba Great Northern	66,829 45	9,736 78	1,952 48	43,477 13	3,756 65	46 96	125,705 33
Maritime Coal, Railway & Power Co.	21,964 62	8,972 50		43,485 61	3,818 50		78,241 23
Massachusetts Valley	71,201 03	48,880 64	3,375 85	178,208 55	12,036 97		313,703 01
Midland Railway of Manitoba	53,233 10	54,635 49	8,776 62	218,835 07	15,193 63		364,068 26
Munciton & Beaufort	30,061 48	8,112 58	42 53	17,079 85	5,841 41		61,137 85
Montréal & Atlantic	283,251 38	305,173 10		811,101 46	37,225 95		1,436,751 89
Montréal & Québec	11,981 81	13,302 95		43,149 17	14,094 51		82,528 47
Morrissey, Fernie & Michel	47,862 56	25,809 67	1,483 97	105,434 18	22,745 80		201,306 18
Naperville Junction	41,514 15	10,723 97	2,693 51	48,571 96	5,075 46	2 63	108,484 41
Nelson & Fort Sheppard	26,976 57	6,017 04	45 00	16,927 61	3,630 59		53,506 81
New Brunswick Coal & Railway Co.	7,937 85	1,963 73	20 15	6,888 32	807 66	0 15	17,617 56
New Westminster Southern	85,832 04	51,774 83	6,528 20	204,291 35	7,075 44		356,802 81
Ottawa & New York	355,951 42	237,156 99	64,740 50	1,270,185 22	107,618 55	89 56	2,035,563 19
Père Marquette	273,115 08	190,614 82	29,747 34	841,418 41	59,843 58		1,409,308 43
Quebec Central	172,136 27	189,445 30	9,989 67	280,137 24	23,227 10		674,935 58
Quebec, Montreal & Southern	106,920 72	35,802 29		115,864 10	16,987 80		275,651 88
Quebec Oriental	13,120 75	23,738 21	2,307 09	46,313 78	13,223 10		98,762 93
Quebec Railway, Light & Power Co.	11,806 52	1,758 10	809 79	18,803 53	892 78	0 54	34,070 18
Red Mountain	32,581 52	15,524 63	2,148 60	77,447 66	22,284 87		149,987 17
Roberval-Saguenay	4,629 13	2,397 37	1,031 38	7,583 71	890 76		16,532 35
Rutland & Noyan	19,069 54	4,385 51	33 26	20,729 37	6,362 38		50,580 06
St. Lawrence & Adirondack	121,065 59	61,781 40	8,950 83	521,417 89	12,282 68		725,539 39
St. Martins	7,163 57	447 42	43 31	9,482 30	1,514 18		18,450 87
Sydney & Louisburg	162,389 88	265,507 60	2,405 50	340,181 68	43,255 94		813,538 60
Témiscouata	62,608 94	37,961 83	4,980 28	111,115 19	17,282 75		293,954 99
Témiscouata & Northern Ontario	402,892 83	382,105 31	19,674 41	1,153,815 39	105,531 87	1,089 91	2,172,303 51
Thousand Islands	5,060 16	276 18		22,837 41	4,026 11		32,199 89
Toronto, Hamilton & Buffalo	317,566 27	398,082 59	28,234 07	811,689 98	21,067 57		1,067,257 64
Vancouver, Victoria & Eastern	420,822 86	117,809 03	14,417 41	607,186 45	3,642 29	240 06	1,189,318 59
Victoria & Sidney, B.C.	5,722 97	2,571 71	1,036 41	22,217 15	2,883 50		34,431 77
Victoria Terminal Ry. & Ferry Co.	350 08	158 59	66 15	1,426 32	184 41		2,185 45
Wabash (in Canada)	356,953 35	728,749 68	93,773 33	1,829,089 54	104,122 38	303 64	3,123,997 68
York & Carleton	1,990 04	213 64	17 12	5,972 94	36 02		8,229 76
Final Total.	51,614,857 71	57,304,234 81	6,342,393 99	145,107,396 15	4,443,665 75	8,056 58	273,455,435 79

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TABLE 7.—Income Account for
TABLEAU 7.—Compte du revenu pour

Number. Numéro	Name of Railway. Nom du chemin de fer.	Net.		Outside Operations.—Opérations extérieures.			
		Operating Revenue	Operating Deficit.	Revenue.	Expense.	Profit.	Loss.
		Revenu des opérations.	Déficit des opérations.	Revenu.	Dépenses.	Profits.	Pertes.
		\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts.
1	Algoma Central & Hudson Bay	578,615 90					
2	Algoma Eastern	287,730 96					
3	Alberta Great Waterways..		9,856 77	4,166 84	7,274 83		3,107 99
4	Atlantic, Quebec & Western	1,635 75					
5	Brandon, Saskatchewan & Hudson Bay		94,677 37				
6	British Yukon	92,956 49					
7	Canada & Gulf Terminal	9,703 29		2,000 00		2,000 00	
8	Canada Southern Canadian Gov. Railways—	5,238,522 61					
9	Intercolonial		2,079,001 95				
10	Prince Edward Island		537,233 64				
11	International of New Brunswick		170,685 64				
12	St. John & Quebec		58,996 01				
13	Transcontinental		2,199,505 05				
14	Canadian Northern System	5,543,559 45					
15	Canadian Pacific	38,704,152 69		5,313,208 52	3,719,018 46	1,594,190 06	
16	Cape Breton		12,084 18				
17	Charquet & Gulf Shore	780 60					
18	Central Canada		28,513 46				
19	Central Vermont		18,080 00				
20	Crow's Nest Southern.		104,553 91				
21	Cumberland	14,669 06					
22	Dominion Atlantic.	297,220 44		5,392 39	6,048 33		655 94
23	Eastern British Columbia		298 50				
24	Edmonton, Dunvegan & British Columbia	118,167 28		25,648 19	11,835 86	13,812 33	
25	Elgin & Havelock		4,541 71				
26	Essex Terminal	30,328 41					
27	Esquimaux & Nanaimo	296,354 29					
28	Fredericton & Grand Lake						
	Coal & Railway Co.	64 865 95					
29	Grand Trunk System	7,714,324 32					
30	Grand Trunk Pacific		414,072 72	72,963 50		72,963 50	
31	Grand Trunk Pacific Br'h Lines		618,902 50				
32	Hereford		85,879 27				
33	Kent Northern	8,454 65					
34	Kettle Valley		38,293 26				
35	Labriere & Megantic	5 599 44					
36	Maine Central	1 096 86					
37	Manitoba Great Northern		102,547 47				
38	Maritime Coal, Railway & Power Co.	28,952 64					
39	Massawippi Valley		93,259 94				
40	Melland of Manitoba		80,674 22				
41	Moncton & Buctouche		26,350 38				
42	Montreal & Atlantic	8,962 02					
43	Morrissey, Fernie & Michel	12,242 47					
44	Napierville Junction	91,979 09					
45	Nelson & Fort Sheppard		53,193 25				
46	New Brunswick Coal & Railway Co.	4,830 63					
47	New Westminster Southern		12 610 97				
48	Ottawa & New York		76,155 66				
49	Pere Marquette	1,253,636 04					
50	Quebec Central	553,219 71					

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the year ending June 30, 1918.

l'exercice terminé le 30 juin 1918.

Total.		Taxes Deduction. — Déduction des taxes.	Total.		Other in- come from all other Sources.— Autres recet- tes prov. de toutes les autres sources.	Total Gross. Total brut.		Number.
Net Revenue. — Revenu net.	Net Deficit. — Déficit net.		Operating Income. — Opérations revenu.	Operating Loss. — Opérations pertes.		Income. — Revenu.	Loss. — Pertes.	
\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	
578,615 90		31,976 03	546,639 87		134,381 21	681,021 08		1
287,730 96		3,194 79	284,536 17		2,089 16	286,625 33		2
	12,964 76	1,865 43		14,830 19	23,217 84	8,387 65		3
1,635 75		3,276 56		1,640 81	60,569 62	58,928 81		4
	94,677 37	1,072 98		95,750 35	355 98		95,394 37	5
92,956 49		6,826 17	86,130 32		15,965 00	102,095 32		6
11,703 29		1,091 04	10,612 25			10,612 25		7
5,238,522 61		603,069 54	4,635,453 07		584,162 53	5,219,615 60		8
	2,079,001 95			2,079,001 95			2,079,001 95	9
	537,233 64			537,233 64	303 25		536,930 39	10
	170,685 64			170,685 64	333 74		170,351 90	11
	58,996 01			58,996 01	216 71		58,779 30	12
	2,199,505 05			2,199,505 05	25,840 80		2,173,664 25	13
5,543,559 45		434,488 02	5,109,071 43			5,109,071 43		14
40,298,342 75		2,279,604 09	38,018,738 66		11,276,718 35	49,295,457 01		15
	12,084 18			12,084 18			12,084 18	16
780 60			780 60			780 60		17
	28,513 46	230 80		28,744 26			28,744 26	18
	18,080 00	7,767 45		25,847 45	22,538 95		3,308 50	19
	104,553, 91	24,690 11		129,244 02	15 03		129,228 99	20
14,669 06			14,669 06			14,669 06		21
296,564 20		1,682 13	294,882 07		17,000 00	311,882 07		22
	298 50	3,088 90		3,387 40			3,387 40	23
131,979 61		2,109 10	129,870 51		40,289 07	170,159 58		24
	4,541 71			4,541 71			4,541 71	25
30,328 11			30,328 11			30,328 11		26
296,354 29		39,541 47	256,812 82			256,812 82		27
64,865 95		269 35	64,596 60			64,596 60		28
7,714,324 32		799,377 90	6,914,946 42		4,062,874 61	10,977,821 03		29
	341,109 22	49,963 19		391,072 41	2,335,409 83	1,944,337 42		30
	618,902 50	23,794 02		642,696 52	418 33		642,278 19	31
	85,879 27	1,829 91		87,709 18	21 00		87,688 18	32
8,454 65			8,454 65			8,454 65		33
	38,293 26	13,593 89		51,887 15			51,887 15	34
5,599 44		900 00	4,699 44			4,699 44		35
1,096 86		669 69	427 17			427 17		36
	102,547 17	671 44		103,218 61	318 43		102,900 18	37
28,952 64			28,952 64			28,952 64		38
	93,259 94	2,008 17		95,268 11	1,402 02		93,866 09	39
	80,674 22	26,251 90		106,926 12	24,755 88		82,170 24	40
	26,350 38	170 55		26,520 93			26,520 93	41
8,962 02		22,582 97		13,620 95	1,400 00		12,220 95	42
12,242 17		125 91	12,116 26			12,116 26		43
91,979 09		904 42	91,074 67		2,660 21	93,734 88		44
	53,193 25	23,804 41		76,997 66	7,422 97		69,574 69	45
4,830 03			4,830 03			4,830 03		46
	12,610 97	631 46		13,242 43	7,616 60		5,625 83	47
	76,155 66	12,191 98		88,347 64	3,769 93		84,577 71	48
1,253,636 04		21,403 66	1,232,232 38		159,388 23	1,391,620 61		49
553,249 71		15,250 19	537,999 52		5,500 53	543,500 05		50

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TABLE 7.—Income Account for the
TABLEAU 7.—Compte du revenu pour

Number Numéro.	Name of Railway Nom du chemin de fer.	Net.		Outside Operations.—Opérations extérieures.			
		Operating Revenue.	Operating Deficit.	Revenue.	Expenses.	Profit.	Loss.
		Revenu des opérations.	Déficit des opérations.	Revenu.	Dépenses.	Profits.	Pertes.
		\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts
51	Quebec—Montreal & Southern		29,264 35				
52	Quebec—Oriental	25,974 25					
53	Quebec—Railway, Light & Power Co.	22,978 58					
54	Red Mountain		21,882 85				
55	Roberval-Saguenay	49,555 57					
56	Ruthland & Noyan		5,875 35				
57	Salisbury & Albert	97 75					
58	St. Lawrence & Adirondack	637,345 37					
59	St. Martins		3,790 51				
60	Sudbey & Lonsburg	107,474 36					
61	Temisconata	67,906 12					
62	Temisconata & Northern Ontario	478,806 36					
63	Thousand Islands	14,688 34					
64	Toronto, Hamilton & Buffalo	808,470 73					
65	Vancouver, Victoria & Esquimalt		527,718 45				
66	Victoria & Sudbey B.C.		3,286 87				
67	Victoria Terminal Railway & Ferry Co.	47 21		151 00	2 40	148 90	
68	Waldash—St. Catharines	511,280 33					
69	York & Carleton	1,415 56					
		63,776,500 07	7,511,785 91	5,423,530 91	3,744,179 58	1,689,114 79	3,763 93

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year ending June 30, 1918—*Continued.*l'exercice terminé le 30 juin 1918—*Suite.*

Total.		Taxes Deduction. — Déduction des taxes.	Total.		Other in- come from all other Sources.— Autres recet- tes prov. de toutes les autres sources.	Total Gross. Total brut		Number. — Numéro.
Net Revenue. — Revenu net.	Net Deficit. — Déficit net.		Operating Income. — Opérations revenu.	Operating Loss. — Opérations pertes.		Income. — Revenu.	Loss. — Pertes.	
\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	
25,974 25	29,264 35	9,654 82	22,886 67	38,919 17	294,563 79	255,614 62		51
		3,087 58			1 00	22,887 67		52
22,078 58		7,609 08	14,469 50			14,469 50		53
	21,882 85	3,850 77		25,733 62	35 63		25,697 99	54
49,555 57		1,322 50	48,233 07		47,500 00	95,733 07		55
	5,875 35	8 37		5,883 72	4,000 00		1,883 72	56
97 75			97 75			97 75		57
637,345 37		8,674 73	628,670 64		726 11	629,396 75		58
	3,790 51			3,790 51			3,790 51	59
107,174 36			107,174 36			107,174 36		60
67,006 12		4,530 94	62,475 18		1,059 84	63,535 02		61
478,806 36			478,806 36		156,484 21	635,290 57		62
14,688 34		102 91	14,585 43		714 67	15,300 10		63
898,470 73		82,783 34	815,687 39		82,903 53	898,590 92		64
	527,718 45	124,903 22		652,621 67			129,925 39	65
	3,286 87	1,202 41		4,489 28	222,696 28		4,489 28	66
		1,562 55						
166 11				1,396 44	223 05		1,173 39	67
511,280 33			511,280 33			511,280 33		68
1,415 56			1,415 56			1,415 56		69
65,385,995 42	7,441,930 40	1,711,262 84	61,024,636 96	7,791,834 78	19,627,863 92	79,882,353 72	7,021,687 62	

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TABLE 7.—Income Account for the
TABLEAU 7.—Compte du revenu pour

	Name of Railway. — Nom du chemin de fer.	Deductions from Gross Corporate		
		Rents Accrued for Lease of other Roads. — Loyers provenant des baux sur d'au- tres voies.	Other Rents. — Autres loyers.	Loss on Separately Operated Properties. — Pertes sur pro- priétés sépa- rément.
		\$ cts	\$ cts	\$ cts.
1	Algoma Central & Hudson Bay		11,976 79	..
2	Algoma Eastern		174,626 54	..
3	Alberta Great Waterways		40,289 07	..
4	Atlantic, Quebec & Western		20,636 83	..
5	Brandon, Saskatchewan & Hudson Bay		1,868 39	..
6	British Yukon			..
7	Canada & Gulf Terminal			..
8	Canada Southern		2,901,696 21	..
	Canadian Government Railways—			
9	Intercolonial		254,191 45	..
10	Prince Edward Island			..
11	International of New Brunswick		17,755 60	..
12	St. John & Quebec		27,992 21	..
13	Transcontinental		493,525 41	..
14	Canadian Northern System	225,000 00	507,571 18	..
15	Canadian Pacific	2,372,133 58	129,196 15	..
16	Cape Breton			..
17	Carleton Place & Gulf Shore		10,207 41	..
18	Central Canada		7,478 10	..
19	Central Vermont		36,347 18	..
20	Crow's Nest Southern		6,553 70	..
21	Cumberland			..
22	Dominion Atlantic	48,966 98	54,282 50	..
23	Eastern British Columbia		10,597 15	..
24	Edmonton, Dunvegan & British Columbia		41,632 35	..
25	Elgin & Havelock			..
26	Essex Terminal			..
27	Esquimalt & Nanaimo		35,167 15	..
28	Fredericton & Grand Lake Coal & Railway Co		36,732 75	..
29	Grand Trunk System	571,979 30	171,721 30	..
30	Grand Trunk Pacific		151,109 02	1,891,971 87
31	Grand Trunk Pacific Branch Lines		110 00	..
32	Hereford		1,207 90	..
33	Kent Northern		1,450 00	..
34	Kettle Valley	28,605 06	69,754 81	..
35	Lotbinière & Megantic		2,106 96	..
36	Maine Central		226 33	..
37	Manitoba Great Northern		7,196 37	..
38	Maritime Coal, Railway & Power Co		6,777 42	..
39	Massachusetts Valley	24,000 00	45,979 98	..
40	Midland of Manitoba		82,043 38	..
41	Moncton & Buctouche		1,551 15	..
42	Montreal & Atlantic	33,120 00	32,055 86	..
43	Morrissey, Lorne & Michel			..
44	Naperville Junction		58,244 32	..
45	Nelson & Fort Sheppard		4,663 60	..
46	New Brunswick Coal & Railway Co		5,245 45	..
47	New Westminster Southern		26 37	..
48	Ottawa & New York		58,083 33	..
49	Pere Marquette	174,674 02	736,891 93	..
50	Quebec Central		36,154 35	..
51	Quebec, Montreal & Southern		4,374 71	..
52	Quebec Oriental		23,313 57	..
53	Quebec Railway, Light & Power Co			..
54	Red Mountain		180 27	..

SESSIONAL PAPER No. 20b

year ending June 30, 1918—*Continued.*l'exercice terminé le 30 juin 1918—*Suite.*

Income.—Dédutions du revenu brut.					Net Corporate.—Revenu net.		
Interest Accrued on Funded Debt. Intérêt acquis sur dette consolidée.	Other Interest. Autre intérêt.	Sinking Funds. Fonds d'amor- tissement.	All other Deductions. Toutes autre dédutions.	Total Deductions. Dédutions totales.	Income. Revenu.	Loss. Pertes.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
526,650 00			249,976 67	788,603 46		107,582 38	1
138,875 02	16,319 40			329,820 96		43,195 63	2
133,200 00	18,161 35			191,650 42		183,262 77	3
				20,636 83	38,291 98		4
				1,868 39		97,262 76	5
102,238 00	2,785 76			105,023 76		2,928 44	6
1,130,200 00	524,478 03		1,034 75	4,557,409 02	10,612 25		7
					662,206 58		8
				254,191 45		2,333,193 40	9
						536,930 39	10
				17,755 60		188,107 50	11
				27,992 21		86,771 51	12
				493,525 44		2,667,189 69	13
11,001,175 65	4,994,548 99		51,959 93	16,783,258 75		11,674,187 32	14
647,491 67	10,917 86			3,159,739 26	46,135,717 75		15
						12,084 18	16
				10,207 41		9,426 81	17
39,712 07				47,190 17		75,934 43	18
14,234 60			20,036 70	70,618 48		73,926 98	19
				6,553 70		135,782 69	20
	239,926 67			343,176 15	14,669 06		21
			1,134 20	11,731 65		31,294 08	22
331,120 00	58,982 00		2,120 95	436,855 30		15,119 05	23
						266,695 72	24
						4,541 71	25
193,280 00				228,447 15	30,328 11		26
					28,365 67		27
			45,675 67	82,408 42		17,811 82	28
7,620,689 78	1,541,342 17		2,014,442 52	11,923,175 07		945,354 04	29
6,368,084 04	901,577 08		21,164 22	9,333,906 23		7,389,568 81	30
665,228 37	566,614 06		133 33	1,232,085 76		1,874,363 95	31
32,000 00			500 00	33,707 90		121,396 08	32
511,200 00				1,450 00	7,004 65		33
				639,559 87		691,447 02	34
	3,150 00			2,106 96	2,592 48		35
				3,376 33		2,949 16	36
				7,196 37		110,096 55	37
				6,777 42	22,175 22		38
	130 55			69,979 98		163,846 07	39
				82,173 93		164,344 17	40
				1,551 45		28,072 38	41
52,650 00				117,825 86		130,046 81	42
			5,080 60	5,080 60	7,035 66		43
			18 13	58,262 45	35,472 43		44
				4,663 60		74,238 29	45
				5,245 45		415 42	46
				26 37		5,652 20	47
				58,083 33		142,661 04	48
249,800 00				1,161,365 95	230,254 66		49
257,560 94				293,715 29	249,784 76		50
	258,561 22			262,935 93		7,291 31	51
99,591 50				122,905 07		100,017 40	52
126,283 52				126,283 52		111,814 02	53
				180 27		25,878 26	54

9 GEORGE V. A. 1919

TABLE 7.—Income Account for the
TABLEAU 7.—Compte du revenu pour

Name of Railway Nom du chemin de fer.	Deductions from Gross Corporate		
	Rents Accrued for Leases of other Roads.	Other Rents.	Loss on Separately Operated Properties.
	Loyers provenant des baux sur d'au- tres voies.	Autres loyers.	Pertes sur pro- priétés sépa- rément.
	\$ cts	\$ cts	\$ cts.
55 Roberval-Saguenay		3,153 45	
56 Rutland & Noyan			
57 Salisbury & Albert			
58 St. Lawrence & Adirondack	10,000 00	192,090 38	
59 St. Martins			
60 Sydney & Louisburg			
61 Temiscouata		13,631 45	
62 Temiskaming & Northern Ontario		109,002 07	
63 Thousand Islands		2,876 18	
64 Toronto, Hamilton & Buffalo		12,384 05	
65 Vancouver, Victoria & Eastern		213,514 07	
66 Victoria & Sidney, B.C.		2,565 34	
67 Victoria Terminal Railway & Ferry Co.		163 73	
68 Wabash in Canada			
69 York & Carleton		144 60	
Final total	3,491,478 94	6,873,321 48	1,891,971 87

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year ending June 30, 1918—*Concluded.*l'exercice terminé le 30 juin 1918—*Fin.*

Income.—Déductions du revenu brut.					Net Corporate.—Revenu net.	
Interest Accrued on Funded Debt. — Intérêt acquis sur dette consolidée.	Other Interest. — Autre intérêt.	Sinking Funds. — Fonds amortissement.	All other Deductions. — Toutes autres déductions.	Total Deductions. — Déductions totales.	Income. — Revenu.	Loss. — Pertes.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
63,760 00	10,504 40		3,868 43	81,285 98	14,447 09	55
4,000 00				4,000 00		56
					97 75	57
49,007 55				251,097 93	378,298 82	58
	437 36			437 36		59
					107,174 36	60
12,166 66		9,733 33		35,531 44	28,003 58	61
	4,022 90			113,024 97	522,265 60	62
3,000 00				5,876 18	9,423 92	63
257,199 99	18,240 53			287,824 57	610,766 35	64
				213,514 07		65
2,500 00	12,167 62			17,232 96		66
	18 66			182 39		67
					511,280 33	68
				144 60	1,270 96	69
30,665,899 36	9,182,886 61	9,733 33	2,417,146 10	54,532,437 39	49,657,540 02	31,329,311 31

9 GEORGE V, A. 1919

TABLE 7.—Income Account for the
TABLEAU 7.—Compte du revenu pour

Name of Railway. Nom du chemin de fer.	Disposal of Net Corporate Income.		
	Dividends.—Dividendes.		
	Common Stock. — Actions ordinaires.	Preferred Stock. — Actions particulières.	Total Dividends. — Total des dividendes.
	\$ cts	\$ cts	\$ cts
1 Algoma Central & Hudson Bay	...		...
2 British Yukon			...
3 Canada Southern	450,000 00		450,000 00
4 Canadian Pacific	26,000,000 00	10,278,672 14	36,278,672 14
5 Hereford	32,000 00		32,000 00
6 Quebec Central	169,080 16		169,080 16
7 Quebec Railway, Light & Power		52,500 00	52,500 00
8 Toronto, Hamilton & Buffalo	225,625 00		225,625 00
9 Balance Railways not distributed			..
Totals	26,876,705 16	10,331,172 14	37,207,877 30

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year ending June 30, 1918.

l'exercice terminé le 30 juin 1918.

—Distribution des recettes nettes des compagnies.					Balance.		
Additions. and Better- ments Charged to Income. — Additions et améliora- tion imputées au revenu.	Appropri- ation to Reserve. — Appropri- ation à la réserve.	Miscel- laneous. — Divers.	Applied to Improve- ments. — Appliqué aux amé- liorations.	Total. — Total.	Credit of Profit and Loss Account. — Crédit du compte des profits et pertes.	Debit of Profit and Loss Account. — Débit du compte des profits et pertes.	
\$ cts.	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	
.....	192,495 65	.....	.....	192,495 65	.....	300,078 03	1
.....	3,335 92	.....	.....	3,335 92	.....	6,264 36	2
.....	.....	.....	.....	450,000 00	212,206 58	.....	3
.....	.....	.....	.....	36,278,672 14	9,857,045 61	.....	4
Cr. 209 43	.....	.....	.....	31,790 57	.....	153,186 65	5
.....	.....	.....	.....	169,080 16	80,704 60	.....	6
.....	.....	.....	.....	52,500 00	.....	164,314 02	7
.....	.....	.....	.....	225,625 00	385,141 35	.....	8
.....	.....	.....	.....	.....	1,999,064 58	30,985,590 39	9
Cr. 209 43	195,831 57	.....	.....	37,403,499 44	12,534,162 72	31,609,433 45	

9 GEORGE V. A. 1919

TABLE 7A. Current Assets and Liabilities.
TABLEAU 7A. Actif et passif, compte courant.

Current Assets Available for Payment of Current Liabilities.—Actif pour couvrir le passif.

Name of Railway Nom du chemin de fer	Cash. En espèces.	Bills Receivable. Billets recevables.	Due from Agents. Du par les Agents.	Due from Solvent Companies, Etc. Du par des compagnies solvables, etc.	Traffic Balances. Balance du trafic.	Other Cash Assets. Autre actif en espèces.	Total Assets. Total de l'actif.
	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts
Algoma Central	508,066 13		33,028 79	363,304 18	4,760 69	3,400 76	912,560 55
Algoma Eastern	92,734 67	700 00	3,191 17	136,186 82	11,292 61	2,278 37	216,386 67
Alberta, Quebec & Western	31,268 33		51,387 20	77,716 65			100,372 18
Alberta & Great Waterways	937 41		826 80	327,685 59		803,514 30	1,132,961 10
Brandon, Saskatchewan & Hudson Bay							
British Yukon	1,418 07		552 08	928 52	7,257 07		10,155 74
Canada & Gulf Terminal	61,513 44	76,742 64		239,429 04		3,150 00	380,835 12
Canada Southern	17,028,275 29		2,411,430 87	6,992,019 83			26,431,755 99
Canadian Northern	13,130,155 34	3,862 94	3,926,051 56	8,521,288 29	2,677,509 29		58,555,001 48
Canadian Pacific			2,366 76			955 60	7,185 30
Caracquet & Gulf Shore	175,978 56			36,792 86			36,792 86
Crow's Nest Southern	12,496 86			405,825 92			799,559 10
Central Canada	2,059 60		50,775 51	120,104 62		393,733 18	296,083 18
Detroit River Tunnel	11,123 56			9,962 32		73,134 69	73,134 69
Dominion Atlantic				26 44	2,617 62	2,143 59	6,847 25
Eastern British Columbia			16,618 17	179,160 46	17,185 33	517,265 54	741,333 06
Edmonton, Dunvegan & British Columbia							
Elgin & Havelock				44,663,623 80	3,100,319 18		47,763,943 28
Grand Trunk	1,639,957 17			4,791,144 31	1,008,452 68	15,751 93	7,455,306 09
Grand Trunk Pacific	70,949 37			121,488 57		3 00	7,192,440 91
International Bridge	1,539,797 08			57,126 43			1,596,923 51
Kent Northern	2,026 17			1,084 52		210 00	3,320 69
Kettle Valley		71,532 99	5,961 22	156,987 43	48,424 09		285,905 73
Manitoba Great Northern							
Mallard of Manitoba	65,083 66		1,416 86	57,083 21			123,583 76
Moncton & Buctouche	1,877 11		91 63	57,676 31			2,635 05
Morrissey, Ferme & Michel	2,148 90		33 02	3,140 47	178 94	139 96	5,652 29
Napierville Junction	59,902 78		6,432 90		77,935 35	44,490 41	188,761 44
Nelson & Fort Sheppard	7,376 83	55,000 00		58,426 26			120,803 09

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New Westminster Southern	2,154,015 03	1,363 69	664,965 28	32,803 51	13,435 87	2,700,918 03	5,534,697 90
Pere Marquette	151,491 52		43,227 83	453,830 26	45,408 85		272,931 71
Quebec Central	176,394 79	274,322 63	25,060 72	12,038 53	113,532 99	7,635 55	1,047,776 91
Quebec, Montreal & Southern	4,560 14		2,553 93	28,886 30	64,118 55		83,271 15
Quebec Oriental							28,886 30
Quebec Railway, Light & Power							
Red Mountain							
Roberval & Saguenay							
Salisbury & Albert							
Temiscouata	3,903 58	11,914 75	10,819 85			4,938 32	41,159 81
Thousand Islands	48,003 16	6,546 28					10,449 86
Thousand Islands		2,334 96	4,096 01	2,478 73	19,317 19	1,140 15	77,370 20
Toronto, Hamilton & Buffalo	10,162 42	15,197 89	27,796 55	341,245 13	164,365 58	7,100 00	540,507 26
Vancouver, Victoria & Eastern	394,736 32	500 00	371,769 50	1,475 78			26,952 09
Victoria Terminal				313,621 30			1,080,627 12
Victoria & Sidney				182,153 27			182,153 27
				10,083 93			13,876 37
	3,408 09	1 00	3,791 44	992 15	958 75		5,972 29
			413 30				

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TABLE 7A.- Current Assets and Liabilities: Concluded.

TABLEAU 7A. Actif et passif, compte courant Fin.

Name of Railway. Nom du chemin de fer	Current Liabilities. Passif compte courant										Miscellaneous. Divers.	Total Liabilities. Total du passif.
	Loans, Bills, Payable.	Audited Vouchers and Accounts.	Wages and salaries.	Traffic Balances.	Dividends Unclaimed For.	Interest Coupons Unpaid.	Rents. Loyers.	Miscellaneous. Divers.				
	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts
Algoma Central			112,891 99		107,275 28		2,058,000 00	511 615 57	12,800 00		2,870,121 89	
Algoma Eastern	17,924 94		156,512 29		102,439 37		51,118 02	22,810 08	8,314 23		376,960 72	
Atlantic, Quebec & Western			165,105 81		21,355 11		136 11		2,050,000 00		2,214,552 54	
Alberta & Great Waterways			22,420 84		3,211 76				1,199,811 63		1,225,504 23	
Brandon, Sask. & Hudson Bay			634,498 64						77,991 72		634,498 64	
British Yukon			8,330 27						13,523 98		274,480 57	
Canada & Gulf Terminal											35,119 06	
Canada Southern	95,608,696 66		12,483,707 81		2,407,132 44		2,180,085 41	225,000 00			227,185 25	
Canadian Northern			12,591,846 98		3,740,080 85		412,349 62		7,189,521 85		26,105,875 20	
Canadian Pacific	1,127 99		8,464 29		3,154 28		420,107 71		18,733 06		31,779 02	
Caribbean & Gulf Shore			673,614 07								673,614 07	
Crow's Nest Southern			45,369 98		139 50						533,404 34	
Central Canada	487,894 86						90,000 00				90,000 00	
Detroit River Tunnel									447 60		1,737,768 45	
Dominion Atlantic	1,606,912 50		81,354 44		23,473 89		26,027 62				428,628 63	
Eastern British Columbia	420,000 00		3,343 70		3,719 75		1,117 58				1,708,057 87	
Edmonton, Dunvegan & B. C.			1,088,230 99		19,609 23		217 65				31,805 38	
Elgin & Havelock			2,065 95						20,974 99		17,225,222 65	
Grand Trunk	8,734 44		3,135,945 51				185,764 84	3,468,212 63	1,090,603 31		29,541,228 38	
Grand Trunk Pacific	33,787,375 82		7,067,386 29		3,152,030 37		6,332,734 82		920,511 01		12,109,620 47	
Grand Trunk Lines	19,593,316 85		1,052,076 70		872,496 70		25,767 87		1,239,754 85		1,239,754 85	
G. T. P. Branch Lines	11,019,686 55		143,655 04								4,852 60	
International Bridge											2,536,729 08	
Kent Northern	564 55		2,434 61		219 61		1,603 83		40 00		602,913 02	
Kettle Valley	90,831 05		107,020 81		30,311 49		53,493 33				793,940 01	
Manitoba Great Northern			602,913 02								28,746 16	
Midland & Barre			785,722 69		8,217 32						166,672 21	
Moncton & Barre	505 20		28,240 90								77,080 11	
Morrissey, Fernie & Michel	21,506 25		3,115 58		1,968 20				140,052 18		40,288 40	
Napierville Junction	6,200 00		23,198 06								1,027,589 90	
Nelson & Fort Sheppard			1,027,589 90								86,923 40	
New Westminster Southern			86,923 40								373,005 33	
Pere Marquette	2,500,000 00		2,006,675 86		1,165,249 26		797,697 50				7,820,216 61	

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Herford.....	111,726	3,259,518	28,452	444,533	1,161	30,403	32,137	63,701	2,188
Kent Northern.....	14,400		6,500						
Kettle Valley.....	320,680	21,373,586	58,523	6,529,504	134,444	197,059	25,512	362,694	74,540
Lothbriere & Megantic.....	62,867	805,891	11,370	156,908			5,699	18,780	145
Maine Central.....	219,372	1,118,797	104,116	530,992	4,040	3,950		13,890	41
Manitoba Great Northern.....	41,286	1,846,846	6,364	148,662	4,680	9,984		38,688	
Maritime Coal, Railway & Power Co.....	278,853	2,806,268	19,465	179,198				31,615	
Massachusetts Valley.....	565,037	16,612,478	169,901	2,346,103	38,375	63,368	22,505	124,248	2,027
Midland of Manitoba.....	173,733	12,404,579	59,941	3,627,683	42,545	98,765		141,310	
Moncton & Buctouche.....	18,957	379,140	22,899	303,778				15,024	2,612
Montreal & Atlantic.....	1,781,437	98,909,665	332,004	8,117,480	238,812	136,555	154,661	530,008	6,483
Morrissey, Fernie & Michel.....	466,244	2,844,088	105,050	640,805			35,511		
Naperville Junction.....	845,512	24,211,474	80,069	2,825,270	32,270	50,068	13,358	95,738	5,801
Nelson & Fort Sheppard.....	35,525	1,088,625	25,384	580,557	18,451	36,732		55,183	2,277
New Brunswick Coal & Railway Co.....	44,177	674,382	26,074	624,120			37,725	37,725	
New Westminster Southern.....	28,377	137,270	907	14,191	440		3,690	4,130	
Ottawa & New York.....	502,409	26,062,989	134,160	3,313,407	54,984	75,222		130,266	8,131
Pere Marquette.....	2,892,736	535,492,444	208,517	3,952,893	788,656	186,568		975,224	4,556
Quebec Central.....	1,160,735	94,587,884	450,755	19,419,465	235,931	270,164	249,219	758,034	217,067
Quebec, Montreal & Southern.....	773,455	36,629,853	243,371	5,618,844	110,122	90,071	74,632	274,825	25,104
Quebec Oriental.....	206,492	17,135,410	40,720	2,274,323	103,983	29,926	30,696	164,005	16,410
Quebec Railway, Light & Power Co.....	236,031	3,392,882	41,123	277,991	25,232	2,345		27,577	231
Red Mountain.....	25,064	217,555	6,466	58,022			8,928	8,928	249
Roberval-Saguenay.....	178,692	5,728,126	36,630	606,151	36,640	23,922	9,393	69,955	2,760
Rutland & Noyan.....	326,406	1,106,516	30,005	101,717	2,358	1,247		3,005	
Salisbury & Albert.....	47,598	1,192,141	10,924	246,042			28,900		
St. Lawrence & Adirondack.....	2,494,837	100,356,770	636,992	12,929,274	183,528	144,371		327,954	9,501
St. Martins.....	11,359	161,688	5,916	112,166		60		14,580	
Sydney & Louisbourg.....	3,433,044	52,191,604	160,395	2,014,350	155,078	24,808	190,096	190,982	
Temiscouata.....	230,345	8,922,073	66,648	1,840,642	6,169	50,808	68,003	124,980	14,294
Temiskaming & Northern Ontario.....	1,157,869	217,246,276	484,606	26,981,491	577,150	396,794	51,957	1,026,235	25,356
Thousand Islands.....	41,046		40,097	240,582				82,078	
Toronto, Hamilton & Buffalo.....	3,584,724	135,128,399	599,315	16,395,275	217,703	212,114	888	430,705	9,012
Vancouver, Victoria & Eastern.....	975,733	30,535,327	150,885	4,048,356	74,354	112,221	101,785	288,434	37,589
Victoria & Sidney, B.C.....	19,682	180,694	53,129	679,282	7,168	27,180	1,264	35,612	
Victoria Terminal Railway & Ferry Co.....	11,973	11,853	54,134	50,623	446		79	2,209	
Wabush (in Canada).....	2,861,479	619,141,319	159,167	27,167,525	1,222,737	349,348		1,572,085	3,332
York & Carleton.....	13,791	82,746	6,995				7,776	7,776	
Total.....	127,543,687	31,029,072,279	50,737,294	3,190,025,682	60,143,014	41,830,189	7,787,636	109,857,560	4,158,919

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ELECTRIC RAILWAYS.—.

TABLE 1.—Summary of Road Mileage, Passengers and
TABLEAU 1.—Sommaire des chemins, milles parcourus et

No.	Name of Railway	Track Mileage.				Total Computed as Single Track.
		Length of Road First Main Track.	Length of Road Second Main Track.	Total Main Track.	Length of Sidings and Turnouts.	
N°	Nom du chemin de fer.	Longueur de chemin, première voie principale.	Longueur de chemin seconde voie principale.	Longueur totale de voie principale.	Longueur de voies de déviation et de garage.	Total calculé comme voie simple.
1	Berlin & Waterloo, now Kitchener & Waterloo.	3 28	1 40	4 68	0 38	5 06
2	Berlin & Northern.	3 15		3 15		3 15
3	Berlin, Waterloo, Wellesley & Lake Huron.	17 81	2 90	20 71	7 25	27 96
4	Brandon Municipal.	10 31		10 31		10 31
5	Brantford & Hamilton.	23 19		23 19	0 30	23 49
6	Brantford Municipal.	14 61	1 95	16 56		16 56
7	British Columbia.	244 22	72 43	316 56	49 41	366 06
8	Calais Street.	7 00		7 00		7 00
9	Calgary Municipal.	55 50	15 50	71 00	1 00	72 00
10	Canadian Resources Development	1 75		1 75	0 16	1 91
11	Cape Breton.	30 59		30 59	1 29	31 88
12	Chatham, Wallaceburg & Lake Erie	38 05		38 05	3 66	41 71
13	Cornwall.	4 00		4 00	2 50	6 50
14	Edmonton Radial.	31 09	21 27	52 36	1 54	53 90
15	Fort William	19 88	9 56	29 44	0 94	30 38
16	Guelph Radial.	8 03		8 03	0 67	8 70
17	Halifax Tramways, now Nova Scotia Tramways & Power Co., Ltd.	12 29	9 29	21 58	0 04	21 62
18	Hamilton & Dundas.	6 98	0 20	7 18	1 60	8 78
19	Hamilton, Grimsby & Beamsville.	22 60		22 60	3 60	26 20
20	Hamilton Street.	17 40	16 30	33 70		33 70
21	Hamilton Radial.	22 86	8 69	31 55	0 20	31 75
22	Hull.	15 67	12 15	27 82	3 90	31 72
23	International Transit.	4 30		4 30	0 22	4 52
24	Kingston, Portsmouth & Cataraqui	7 00	1 00	8 00		8 00
25	Lake Erie & Northern	51 00		51 00	3 80	54 80
26	Lethbridge Municipal	7 00	4 13	11 13		11 13
27	Lewis County.	11 75		11 75		11 75
28	London Street.	27 48	7 64	35 12	0 98	36 10
29	London & Lake Erie.	29 75		29 75	1 50	31 25
30	London & Port Stanley	24 50		24 50	19 80	44 30
31	Moncton Tramways.	4 47		4 47	0 03	4 50
32	Montreal Tramways	124 26	80 11	204 67	28 82	233 49
33	Montreal & Southern Counties	52 20		52 20	4 33	56 53
34	Moosongaw.	9 06	1 50	10 50	1 50	12 00
35	Nelson.	2 13	4 25	3 38	0 05	3 43
36	Nipigon Falls Park & River.	11 91	11 20	23 11	1 37	24 48
37	Nipigon, St. Catharines & Toronto.	61 58		61 58	20 03	81 61
38	Nipigon, Welland & Lake Erie.	1 87		1 87	0 30	2 17
39	Nipissing Central.	15 37		15 37	4 79	20 16
40	Oshawa.	9 00	3 00	12 00	1 00	13 00
41	Oshawa.	28 11	21 71	52 82		52 82
42	Peterborough Radial.	6 55		6 55	0 79	7 34
43	Port Arthur.	12 43	6 10	18 53	1 04	19 57

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CHEMINS DE FER ÉLECTRIQUES.

Freight carried for the year ending June 30, 1918.

voyageurs transportés pendant l'exercice terminé le 30 juin 1918.

	Car Mileage. — Milles parcourus.			Passenger Traffic. — Voyageurs transportés.			Freight Traffic. — Marchandises transportées.	No — N°
	Passenger Car Mileage. — Milles parcours voitures voyageurs	Freight, Mail and Express Car Mileage. — Milles par- cours marchan- dises, postes et messageries.	Total Car Mileage. — Total de parcours p r les voitures.	Fare Passengers Carried. — Voyageurs payant place	Transfer Passengers Carried. — Voyageurs de correspon- dances.	Total Passengers Carried. — Total des voyageurs.	Number of Tons of Freight Carried. — Nombre de tonnes de marchandises transportées.	
...	199,334		199,334	1,315,037	14,253	1,329,290		1
...	35,254		35,254	161,266		161,266		2
...	259,061	40,508	299,569	1,294,337		1,294,337	176,949	3
...	334,007	40,456	374,463	711,848		711,848	5,337	4
...	393,921	7,938	401,859	1,909,750		1,909,750	82	5
147-52	11,845,266	1,223,784	13,069,050	52,853,373	7,649,360	60,502,733	365,426	6
...	183,960		183,960	748,697	11,429	760,126		7
...	2,900,042	12,460	2,912,502	14,519,256	3,959,893	18,479,149	8,945	8
...	6,388		6,388	1,913		1,913		9
19-03	701,674	18,681	720,355	5,466,012	85,580	5,551,592		10
...	200,000	148,650	348,650	258,776		258,776	97,250	11
...	208,440	18,815	227,255	440,851		440,851	89,733	12
...	1,845,497	17,202	1,862,699	10,214,019	1,370,727	11,584,746	200	13
...	730,107		730,107	3,430,129	684,666	4,114,795		14
...	209,350	11,000	220,350	1,125,552	185,180	1,310,732	23,721	15
...	1,371,352		1,371,352	9,537,172	842,401	10,379,573		16
...	161,181		161,181	1,002,355		1,002,355	352	17
...	378,487	35,032	413,519	739,386		739,386	40,921	18
...	2,754,918		2,754,918	18,303,824	4,441,089	22,744,923		19
...	486,869	11,998	501,867	1,167,273		1,167,273	47,746	20
...	819,448	34,767	854,215	3,278,032	52,692	3,330,724	7,270	21
...	261,528		261,528	2,258,563	150	2,258,713		22
...	199,680		199,680	1,049,697	139,046	1,188,743		23
...	340,536	72,236	412,772	440,508		440,508	64,802	24
...	259,983		259,983	1,086,813	32,353	1,119,166		25
...	425,963	12,558	438,521	1,964,291	342,149	2,306,440	2,130	26
...	1,913,047		1,913,047	11,987,965	1,682,848	13,670,813		27
...	486,130	347,437	833,567	842,641		842,641	614,351	28
...	79,792		79,792	351,698		351,698		29
...	713,920	195,428	909,348	2,263,702	147,623	2,411,325	12,467	30
...	458,226		458,226	2,441,341		2,441,341		31
...	60,750		60,750	332,234		332,234		32
...	274,328		274,328	1,155,160		1,155,160		33
...	1,250,374	111,710	1,362,084	5,788,656	128,431	5,917,087	429,703	34
...	84,566		84,566	680,515		680,515		35
13-13	253,864		253,864	1,179,920		1,179,920		36
...	52,121	32,585	84,706	307,112		307,112	227,064	37
...	4,998,041		4,998,041	29,347,692	9,782,564	39,130,256		38
...	433,782		433,782	1,575,652	428,706	2,004,358		39
...	641,992		641,992	3,626,722	248,113	3,874,835		40

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TABLE 1.—Summary of Road Mileage, Passengers and
TABLEAU 1.—Sommaire des chemins, milles parcourus et

No. N	Name of Railway. Nom du chemin de fer.	Track Mileage. Voies.				Total Computed as Single Tracks. Total calculé comme voie simple.
		Length of Road First Main Track. Longueur de chemin, première voie princi- pale.	Length of Road Second Main Track. Longueur de chemin seconde voie princi- pale.	Total Main Track. Longueur totale de voie principale.	Length of Sidings and Turnouts. Longueur de voies de déviation et de garage.	
44	Quebec, Railway, Light & Power (Citadel),	16.75	5.38	22.13		22.13
45	Quebec, Railway, Light & Power (Montmorency),	28.60	9.80	38.40	3.00	41.40
46	Regina Municipal,	25.34	6.78	32.12	2.15	34.27
47	Sandwich, Windsor & Amherstburg	41.37		41.37		41.37
48	Sarnia,	8.25		8.25	1.00	9.25
49	Sherbrooke,	9.00		9.00	0.53	9.53
50	Sudbury, Copper Cliff Suburban,	9.00		9.00		9.00
51	Shawanagan Falls,	3.75		3.75		3.75
52	St. Thomas,	6.25		6.25	0.25	6.50
53	Saskatoon,	12.63	3.53	16.16	0.12	16.28
54	Schomberg & Aurora,	14.40		14.40		14.40
55	Suburban Rapid Transit,	17.26	3.44	20.70	0.32	21.02
56	Toronto,	61.86	59.52	121.38	8.43	129.81
57	Toronto Suburban,	19.54		19.54		19.54
58	Toronto & York Radial	72.17		72.17	9.83	82.00
59	Toronto Civic,	10.26	9.77	20.03	1.60	21.63
60	Three Rivers Traction Co.,	7.10		7.10	0.50	7.60
61	Winnipeg,	63.26	39.64	102.90	7.38	110.28
62	Windsor, Essex & Lake Shore,	36.17	1.13	37.30	1.85	39.15
63	Winnipeg, Selkirk & Lake Winnipeg,	38.48	1.51	40.02	0.82	40.84
64	Yarmouth,	3.00		3.00		3.00
Totals,		1,616.36	453.11	2,069.47	206.57	2,276.04

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Freight carried for the year ending June 30, 1918—*Concluded.*voyageurs transportés pendant l'exercice terminé le 30 juin 1918—*Fin.*

Length of track Leased.	Car Mileage.			Passenger Traffic.			Freight Traffic.	No — N°
	Milles parcourus.			Voyageurs transportés.			Merchandises transportées.	
	Passenger car Mileage.	Freight, Mail and Express Mileage.	Total car Mileage.	Fare passengers Carried.	Transfer passengers Carried.	Total passengers Carried.	Number of Tons of freight Carried.	
Longueur de voies affermées.	Milles parcourus par voitures voyageurs.	Milles parcourus par voitures marchandes, postes et messageries	Total de milles parcourus par les voitures.	Voyageurs payant place.	Total des voyageurs de correspondances.	Voyageurs transportés.	Nombre de tonnes de marchandises transportées.	
..	2,138,959	..	2,138,959	12,671,372	3,150,045	15,821,417	..	44
..	438,704	..	438,704	1,781,609	..	1,781,609	..	45
..	925,890	7,533	933,423	5,167,522	617,478	5,785,000	32,636	46
9-45	1,102,308	..	1,102,308	6,544,570	966,099	7,510,669	..	47
..	204,244	4,952	209,196	1,254,647	100,936	1,355,583	156,518	48
..	408,797	..	408,797	1,481,892	261,022	1,742,914	..	49
..	128,256	..	128,256	506,818	5,010	511,828	..	50
..	..	..	..	441,620	123,568	565,188	..	51
..	752,100	..	752,100	4,111,042	691,844	4,802,886	..	52
..	45,639	16,003	61,642	39,109	..	39,109	12,532	53
..	826,624	..	826,624	2,625,703	160,329	2,786,032	844	54
..	20,676,608	..	20,676,608	164,142,462	63,721,914	227,864,376	..	55
..	633,451	16,121	649,572	4,119,109	292,353	4,411,462	4,002	56
..	1,491,456	103,393	1,594,849	7,464,032	..	7,464,032	44,502	57
..	1,460,204	..	1,460,204	18,232,979	1,714,888	19,947,867	..	58
..	390,347	..	390,347	1,578,601	328,618	1,907,219	..	59
..	10,154,286	..	10,154,286	56,065,534	19,203,894	75,269,428	..	60
..	269,083	104,878	373,961	549,057	3,974	553,031	26,858	61
..	435,403	..	435,403	1,181,083	..	1,181,083	5,189	62
..	90,660	..	90,660	246,955	..	246,955	..	63
216-96	81,786,198	2,649,125	84,435,323	487,365,456	123,571,235	610,936,691	2,497,530	64

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TABLE 2.—Summary of Capital at the close of the year ending June 30, 1918.

TABLEAU 2.—Sommaire du capital à la fin de l'exercice terminé le 30 juin 1918.

No.	Name of Railway.	Stocks.	Bonds.	Total Capital.
N°	Nom du chemin de fer.	Actions.	Obligations.	Capital total.
		\$	\$	\$
1	Berlin & Waterloo (now Kitchener & Waterloo)		141,763	141,763
2	Berlin & Northern	17,800	2,400	20,200
3	Berlin, Waterloo, Wellesley & Lake Huron	125,000	426,000	551,000
4	Brandon Municipal		450,000	450,000
5	Brantford & Hamilton	300,000	650,000	950,000
6	Brantford Municipal		270,000	270,000
7	British Columbia	9,173,000	7,068,138	16,241,138
8	Calgary Municipal		2,365,173	2,365,173
9	Canadian Resources Development	486,000		486,000
10	Cape Breton <i>a</i>	1,359,000	1,096,000	2,455,000
11	Chatham, Wallaceburg & Lake Erie	760,600	694,500	1,455,100
12	Cornwall	200,000		200,000
13	Edmonton Interurban	600,000		600,000
14	Edmonton Radial		3,065,660	3,065,660
15	Fort William Terminal Railway & Bridge Co.	125,000		125,000
16	Fort William		1,112,000	1,112,000
17	Grand Valley	1,100,000	688,800	1,788,800
18	Guelph Radial	193,000		193,000
19	Halifax Tramway (now Nova Scotia Tramways & Power Co.)	4,586,000	2,250,000	6,836,000
20	Hamilton and Dundas	100,000	100,000	200,000
21	Hamilton, Grimsby & Beamsville	235,000	150,000	385,000
22	Hamilton Radial	111,150	160,000	271,150
23	Hamilton Street	1,205,000	100,000	1,605,000
24	Hull	292,000		292,000
25	International Transit Co.	150,000	160,000	310,000
26	Kingston, Portsmouth & Cataraqui	83,100	99,250	182,350
27	Lake Erie & Northern	1,500,000	2,317,500	3,817,500
28	Lethbridge Municipal		463,439	463,439
29	Levis County	422,900	151,100	574,000
30	London Street	637,480	563,000	1,200,480
31	London & Lake Erie	2,000,000	840,000	2,840,000
32	London & Port Stanley		1,131,000	1,131,000
33	Moncton Tramways <i>a</i>	1,125,400	289,000	1,414,400
34	Montreal Tramways	3,394,300	35,608,153	39,002,453
35	Montreal & Southern Counties	1,000,000		1,000,000
36	Moosejaw	760,372	35,000	795,372
37	Nelson		81,000	81,000
38	Niagara Falls, Park & River		600,000	600,000
39	Niagara, St. Catharines & Toronto	922,000	1,098,000	2,020,000
40	Niagara, Welland & Lake Erie	250,000	48,000	298,000
41	Nipissing Central	550,000		550,000
42	Oshawa	40,000	18,452	58,452
43	Ottawa	1,876,900	410,000	2,286,900
44	Peterborough Radial	100,000		100,000
45	Pictou County	300,000	300,000	600,000
46	Port Arthur		850,602	850,602
47	Quebec Ry., Light & Power Co. <i>a</i>	3,250,000	2,525,670	5,775,670
48	Regina		1,675,000	1,675,000
49	Sandwich, Windsor & Amherstburg	297,000	600,000	897,000
50	Sarnia	90,000	90,000	180,000
51	Saskatoon		793,036	793,036
52	Shawmigan Falls Terminal	300,000	193,800	493,800
53	Shelbrooke <i>a</i>	1,427,000	1,114,700	2,541,700
54	St. John	800,000	1,000,000	1,800,000
55	St. Stephen (now Cadmus Street)	100,000	100,000	200,000
56	St. Thomas	85,028		85,028
57	Suburban Rapid Transit	100,000	500,000	600,000
58	Sudbury & Copper Cliff	173,100	94,000	267,100

a Represents all divisions of the Company.

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TABLE 2.—Summary of Capital at the close of the year ending June 30, 1918—*Concluded*.TABLEAU 2.—Sommaire du capital à la fin de l'exercice terminé le 30 juin 1918—*Fin*.

No	Name of Railway.	Stocks.	Bonds.	Total Capital.
N°	Nom du chemin de fer.	Actions.	Obligations.	Capital total.
		\$	\$	\$
59	Sydney & Glace Bay	500,000	385,000	885,000
60	Schomberg & Aurora	250,000	300,000	550,000
61	Three Rivers Traction	250,700	450,000	700,700
62	Toronto	12,000,000	4,210,200	16,210,200
63	Toronto Suburban	1,500,000	2,628,000	4,128,000
64	Toronto & York Radial	2,000,000	1,640,000	3,640,000
65	Toronto Civic		2,082,737	2,082,737
66	Windsor, Essex & Lake Shore	750,000	750,000	1,500,000
67	Winnipeg (a)	13,380,000	5,000,000	18,380,000
68	Winnipeg, Selkirk & Lake Winnipeg	500,000	653,200	1,153,200
69	Windsor & Tecumseh	100,000	189,000	289,000
70	Yarmouth	250,990	250,600	500,990
	Final Totals	73,864,820	93,388,273	167,253,093

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TABLE 3.—Summary of Gross Earnings from

TABLEAU 3.—Sommaire des recettes brutes

Revenue from Transportation.				
Recettes des voitures.				
No.	Name of Railway.	Passenger Revenue.	Baggage Revenue.	Parlour chair and Special Car Revenue.
N°	Nom du chemin de fer.	Voyageurs.	Marchandises.	Wagons-salons et voitures spéciales.
		\$ cts.	\$ cts.	\$ cts.
1	Berlin & Waterloo (now Kitchener & Waterloo)	51,740 66	235 25	
2	Berlin & Northern	47,465 90		
3	Berlin, Waterloo, Wellesley & Lake Huron	91,591 07	5 90	
4	Brandon Municipal			
5	Brantford & Hamilton	179,124 99		679 90
6	Brantford Municipal	107,370 67		
7	British Columbia	2,700,773 69		
8	Calais Street	37,449 67		
9	Calgary	597,883 01		
10	Canadian Resources Development	95 65		
11	Cape Breton	273,300 60		980 25
12	Chatham, Wallaceburg & Lake Erie	57,350 07	1 30	
13	Cornwall	18,777 75		
14	Edmonton Radial	488,030 51		249 70
15	Fort William	146,490 32		308 77
16	Guelph Radial	45,153 43		
17	Halifax Tramways (now Nova Scotia Tramways and Power Co.)	413,341 92		
18	Hamilton & Dundas	73,368 14		946 66
19	Hamilton, Grimsby & Beamsville	103,173 01		556 10
20	Hamilton Street	782,728 82		262 00
21	Hamilton Radial	151,569 98		161 10
22	Hull	169,158 46	2,343 22	
23	International Transit Co.	91,498 82		
24	Kingston, Portsmouth & Cataragui	48,069 33		
25	Lake Erie & Northern	139,138 59	3 50	
26	Lethbridge Municipal	52,029 58		
27	Levis County	92,267 26		55 00
28	London Street	437,810 95		489 34
29	London & Lake Erie			
30	London & Port Stanley	170,861 75	1,595 21	8 00
31	Moncton Tramways	15,015 97		
32	Montreal Tramways			
33	Montreal & Southern Counties	261,515 47	176 70	2,219 95
34	Moosejaw	104,440 36		
35	Nelson	14,275 20		
36	Niagara Falls Park & River	108,825 06	0 50	134 90
37	Niagara, St. Catharines & Toronto	464,639 08	216 95	
38	Niagara, Welland & Lake Erie	31,368 02		
39	Nipissing Central	81,017 62	445 25	427 50
40	Oshawa	15,355 59	0 30	
41	Ottawa	1,281,970 27	63 15	
42	Peterborough Radial	74,306 00		
43	Pictou County			
44	Port Arthur	112,152 97		336 48
45	Quebec Rly. Light & Power Co. (Citadel)	531,184 72		983 74
46	Quebec Rly. Light & Power Co. (Montmorency)	188,010 86	89 20	5,348 98
47	Regina Municipal	227,297 45		905 90
48	Sandwich, Windsor & Amherstberg	319,735 82		549 00
49	Sarnia	55,136 36	2,478 36	
50	Saskatoon	205,368 91		
51	Schenberg & Aurora	10,522 96		
52	Shawinigan Falls			
53	Sherbrooke	63,706 39		44 00
54	St. Thomas	19,632 50		

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Operation for the year ending June 30, 1918.

d'exploitation pour l'exercice terminé le 30 juin 1918.

Revenue from Transportation. — Recettes des voitures.							No. — N°
Mail Revenue. — Postes.	Express Revenue. — Messageries.	Milk Revenue. — Lait.	Freight Revenue. — Marchandises.	Switching Revenue. — Aiguillage.	Miscel- laneous Revenue. — Recettes diverses.	Total.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1,742 50						53,718 41	1
221 25					40 40	7,727 55	2
1,793 99	14,785 21		112,035 05			220,211 22	3
	432 64		20,764 46			201,001 99	4
			1,760 53			109,131 20	5
			517,923 93			3,218,697 62	6
			7,075 58			37,449 67	7
						604,958 59	8
						95 65	9
1,508 34	9,493 29				620 00	285,902 48	10
571 22	1,441 16	485 70	60,225 73	1,172 35		121,247 53	11
1,040 53			13,399 44			33,217 72	12
			142 00		3,328 48	491,750 69	13
387 50			4,268 74			147,186 59	14
						49,422 17	15
						413,341 92	16
248 00	1,035 36		157 57			75,755 73	17
750 00	9,595 50		29,281 91			143,356 52	18
						782,990 82	19
234 00			12,141 73			164,106 81	20
1,000 01			31,687 11			204,188 80	21
			21 00			91,519 82	22
	15,535 91		54,703 99			48,069 33	23
						209,381 99	24
350 00			3,400 49			52,029 58	25
666 67						96,072 75	26
						438,966 96	27
1,140 08	3,993 24		121,721 94	21,887 02		321,207 24	28
						15,015 97	29
							30
232 96	5,388 43	9,176 50	19,901 23			298,611 24	31
						104,440 36	32
						14,275 20	33
556 48	390 65			2,349 28		112,256 87	34
663 55	4,423 31	1,238 00	230,800 82	33,615 87	460 79	736,058 37	35
		79 54		12,631 72		31,368 02	36
582 72	10,757 02		130,065 37	1,139 45		94,601 63	37
3,825 18				30 00	267 00	157,900 45	38
						1,289,155 60	39
						74,306 00	40
							41
350 00					6 45	142,845 90	42
198 12					6,813 35	542,179 93	43
1,297 84	4,294 85	811 25				199,882 98	44
			7,128 61		2,232 88	237,564 84	45
735 00			8,175 90			329,195 72	46
2,212 00			5,478 13			65,304 85	47
						205,368 91	48
			7,369 16			17,892 12	49
			57,507 10	3,294 00		60,801 10	50
						63,750 39	51
						19,632 50	52
							53
							54

9 GEORGE V. A. 1919

TABLE 3.—Summary of Gross Earnings from

TABLEAU 3.—Sommaire des recettes brutes

Revenue from Transportation.				
Recettes des voitures.				
No.	Name of Railway.	Passenger	Baggage	Parlour
		Revenue.	Revenue.	Chair and
N°	Nom du chemin de fer.	—	—	Special Car
		Voyageurs.	Marchandises	Revenue.
				Wagons- salons et voitures spéciales.
		\$ cts.	\$ cts.	\$ cts.
55	Suburban Rapid Transit Co.	103,227 47		237 60
56	Sudbury Copper Cliff Suburban	41,523 94		
57	Three Rivers Traction Co.	78,673 65		272 00
58	Toronto	6,415,847 64		
59	Toronto Civic	205,694 37		
60	Toronto Suburban	229,462 49		
61	Toronto & York Radial	597,339 36		
62	Windsor, Essex & Lake Shore	127,344 86		2,469 80
63	Winnipeg	2,159,607 49		1,517 75
64	Winnipeg, Selkirk & Lake Winnipeg	123,816 60		275 75
65	Yarmouth	41,984 26		
	Totals	21,943,644 04	7,654 79	20,120 17

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Operation for the year ending June 30, 1918—*Concluded.*d'exploitation pour l'exercice terminé le 30 juin 1918—*Fin.*

Revenue from Transportation. Recettes des voitures.							No. — N ^o
Mail Revenue. Postes.	Express Revenue. Messageries.	Milk Revenue. Lait.	Freight Revenue. Marchandises.	Switching Revenue. Aiguillage.	Miscel- laneous Revenue. Recettes diverses.	Total.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
720 00	504 00	5,046 15				109,734 92	55
468 00			1 65			41,523 94	56
						79,415 30	57
						6,415,847 64	58
100 00	8,395 05	2,093 96				305,694 37	59
3,499 00	2,090 36		74,587 16		502 17	240,553 67	60
	1,079 81		25,825 13			677,515 88	61
6,570 00					1,319 12	157,738 72	62
	1,617 23		17,857 11		688 47	2,168,383 71	63
400 00						143,566 69	64
						12,384 26	65
34,064 94	95,253 02	18,931 10	1,575,408 57	76,119 69	16,279 11	23,787,475 43	

9 GEORGE V. A. 1919

TABLE 3.—Summary of Gross Earnings from

TABLEAU 3. Sommaire des recettes brutes

		Revenue from Operations					
		Recettes d'exploitation					
No. — N	Name of Railway — Nom du chemin de fer	Station and Car Privileges.	Parcel- room Receipts.	Storage.	Car Service.		
		Privileges de gares et voitures.	Salle des colis.	Emmag- asinerage.	Voitures.		
		\$	cts.	\$	cts.	\$	cts.
1	Berlin and Waterloo, now Kitchener and Water- loo	621	00				
2	Berlin and Northern	150	00				
3	Berlin, Waterloo, Wellesley and Lake Huron						
4	Brandon Municipal						
5	Brantford and Hamilton			62	88		
6	Brantford Municipal						
7	British Columbia						
8	Calais Street	150	00				
9	Calgary	6,175	13				
10	Canadian Reserves Development						
11	Cape Breton	999	96				
12	Chatham, Wallaceburg and Lake Erie	227	81	21	85		470 00
13	Cornwall	232	00				
14	Edmonton Radial	4,299	90				
15	Fort William	673	50				
16	Guelph Radial	451	25				
17	Halifax Tramways, now Nova Scotia Tram- ways and Power Co.						
18	Hamilton and Dundas	100	00				
19	Hamilton, Grimsby and Beausville	350	00				
20	Hamilton Street	725	00				
21	Hamilton Radial	300	00				
22	Hull	1,075	00				
23	International Transit Co.	1,493	49				
24	Kingston, Portsmouth and Cataraqui	400	00				
25	Lake Erie and Northern			75	10		
26	Leithbridge Municipal						
27	Levis County	660	00				
28	London Street	3,222	17				
29	London and Lake Erie						
30	London and Port Stanley			103	21		6,549 00
31	Moncton Tramways	200	00				
32	Montreal Tramways						
33	Montreal and Southern Counties	1,597	22	180	45	12	84
34	Monrovia	1,001	05				121 00
35	Nelson						
36	Niagara Falls Park and River	382	22	23	59		
37	Niagara, St. Catharines and Toronto	502	13	1,709	58	260	44
38	Niagara, Welland and Lake Erie	238	80				15,291 50
39	Nipissing Central	500	00				1,593 00
40	Oshawa	426	80	500	66		12,191 00
41	Ottawa	1,125	00				
42	Peterborough Radial	140	00				
43	Picton County						
44	Port Arthur	821	49				
45	Quebec Railway, Light and Power Co. (Canada)	3,211	88				
46	Quebec Railway, Light and Power Co. (Mont- morency)	2,716	62	160	58	34	70
47	Regina Municipal	1,950	94				1,144 42
48	Sandwich, Windsor and Amherstburg	1,220	00				
49	Sarnia						
50	Saskatoon	1,304	94				
51	Schomberg and Aurora						
52	Shawinigan Falls						

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Operation for the year ending June 30, 1918—Continued.

d'exploitation pour l'exercice terminé le 30 juin 1918—Suite.

other than Transportation.

autres que par les voitures.

Telegraph and Telephone Service. — Télégraphe et téléphone.	Rents of Tracks and Terminals. — Loyers de voies et de terminus.	Rents of Equipment. — Loyers du matériel.	Rents of Buildings and other Property. — Loyers de bâtiments et autres propriétés.	Power — Force-motrice.	Miscellaneous. — Divers.	Total.	Total Gross Earnings. — Total des recettes brutes.	No. — N°
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
	1,563 42			1,873 49	150 00	4,207 91	57,926 32	1
			203 50		78 88	432 38	8,159 93	2
0 80	600 00		316 78	65 57	145 24	1,128 39	221,339 61	3
		286 48	5,881 67			6,231 03	207,233 02	4
		549 96		1,620 00		2,169 96	111,301 16	5
		87 59		4,208 16	31 15	4,476 90	41,926 57	6
					895 75	7,070 88	612,029 47	7
							95 65	8
						999 96	286,902 44	9
		2,865 25	254 54		5,398 27	9,337 72	130,585 25	10
				168 00	1,645 64	2,045 64	35,263 36	11
			720 00		2,253 13	7,273 03	499,023 72	12
					128 08	801 58	147,988 17	13
			249 96	2,640		727 61	50,149 78	14
					8,350 72	8,350 72	421,692 64	15
	7,341 65	388 06	161 00			7,990 71	83,746 44	16
		5,244 47	3,072 00			8,666 47	152,022 99	17
		1,736 18	1,977 58			4,438 76	787,429 58	18
		8,105 14	978 00			9,383 14	174,489 95	19
	356 00	274 85	1,350 00			3,053 85	207,244 65	20
					47,758 09	49,251 58	140,771 40	21
			902 80		437 11	1,739 91	49,809 24	22
		1,044 00	612 00		124 49	1,855 59	211,237 58	23
			783 00	1,121 58	210 65	2,115 23	54,144 81	24
						660 00	96,732 75	25
			194 50		329 76	3,746 43	442,713 39	26
	5,601 35		2,859 22		32,594 03	47,706 81	368,914 05	27
						200 00	15,215 97	28
			515 00	1,881 00	297 55	4,605 06	303,216 30	29
					1,740 72	2,741 77	107,182 13	30
					320 90	320 90	14,596 10	31
		0 42	175 01	676 54		1,257 58	113,514 45	32
	93 24	2 74	856 92		11,647 62	30,364 17	766,422 54	33
						238 80	31,606 82	34
			196 00		535 62	2,824 62	97,426 25	35
			1,291 72		680 32	15,090 50	172,990 95	36
			775 40	736 56	394 60	5,031 56	1,294,187 16	37
					118 28	558 28	74,864 28	38
		178 71		300 00	597 89	1,901 09	144,746 99	39
					154 91	3,366 79	545,546 72	40
			1,698 82		3,276 40	9,031 55	208,914 53	41
		130 00	12 00		1,355 39	6,448 33	244,013 17	42
			15 00		988 38	2,223 38	331,419 10	43
					3,649 84	3,649 84	68,951 69	44
					1,424 83	2,729 77	208,098 71	45
							17,892 12	46
					564 05	564 05	61,365 15	47

9 GEORGE V, A, 1919

TABLE 3.—Summary of Gross Earnings from

TABLEAU 3.—Sommaire des recettes brutes

No.	Name of Railway	Revenue from Operations			
		Recettes d'exploitation			
No.	Nom du chemin de fer	Station and Car Privileges.	Parcel-room Receipts.	Storage.	Car Service.
		Privilèges de gares et voitures.	Salle des colis	Entmagasinage.	Voitures
		\$	cts	\$	cts
53	Sherbrooke	841	18		
54	St. Thomas	360	50		
55	Suburban Rapid Transit Co.				
56	Sudbury, Copper Cliff Suburban				
57	Three Rivers Traction Co.	560	75		
58	Toronto	36,054	66		
59	Toronto Civic	1,227	00		
60	Toronto Suburban	545	59		
61	Toronto and York Radial	1,300	00		
62	Windsor, Essex and Lake Shore	600	13	154	90
63	Winnipeg	9,615	00		
64	Winnipeg, Selkirk and Lake Winnipeg	600	00		
65	Yarmouth.	261	00		
Totals		97,014	12	2,388	73
				921	85
					37,349 92

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Operation for the year ending June 30, 1918—*Continued.*d'exploitation pour l'exercice terminé le 30 juin 1918—*Suite.*

other than Transportation. autres que par les voitures.							Total Gross Earnings. Total des recettes brutes.	No No
Telegraph and Telephone Service. Télé- graphe et téléphone.	Rents of Tracks and Terminals. Loyers de voies et de terminus.	Rents of Equipment. Loyers du matériel.	Rents of Buildings and other Property. Loyers de bâtimens et autres propriétés.	Power Force- motrice.	Miscel- laneous. Divers.	Total.		
\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	
					689 19	1,530 37	65,280 76	53
					504 43	864 93	20,497 43	54
	654 33	50 01				704 34	110,439 26	55
							41,523 94	56
					6,028 66	6,589 41	86,004 71	57
		4,472 37	2,105 25		52,823 99	95,456 27	6,511,303 91	58
			175 40	35,601 89	536 35	1,227 00	306,921 37	59
			1,098 25	27,074 48	3,264 66	36,859 23	277,412 90	60
			150 00			32,737 39	710,253 27	61
	500 00	1,800 00				905 03	158,643 75	62
	1,000 00					11,915 00	2,180,298 71	63
				23,472 85	9,279 21	1,600 00	145,166 69	64
						33,013 06	45,397 32	65
0 80	17,709 99	27,216 23	29,581 32	98,826 52	201,404 78	512,414 26	24,299,889 69	

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TABLE 4.—Summary of Operating Expenses
TABLEAU 4.—Sommaire des frais d'exploitation

No. No.	Name of Railway Nom du chemin de fer.	Maintenance— Entretien des			
		Superin- tendence. Surin- tendance.	Ballast. Testage.	Ties Traverses.	Rails.
		\$ cts	\$ cts	\$ cts	\$ cts
1	Berlin & Waterloo, now Kitchener & Waterloo	1,921 12			
2	Berlin and Northern				
3	Berlin, Waterloo, Wellesley and Lake Huron	1,500 00			3,503 66
4	Brandon Municipal				
5	Brantford and Hamilton	3,274 09			
6	Brantford Municipal				
7	British Columbia	5,105 40	166 22	26,155 85	92 24
8	Calais Street		89 00	160 50	
9	Calgary				
10	Canadian Resources Development				
11	Cape Breton	1,251 96	917 60	1,215 57	0 40
12	Chatham, Wallaceburg and Lake Erie	21 80	173 70	568 50	
13	Cornwall				
14	Edmonton Radial	1,454 60	551 25	212 38	125 65
15	Fort William	4,878 88			
16	Guelph Radial	305 00			
17	Halifax Tramways now Nova Scotia Tramways and Power Co.	2,814 99	110 22	1,239 58	896 58
18	Hamilton and Dundas				
19	Hamilton, Grimsby and Beamsville				
20	Hamilton Street				
21	Hamilton Radial				
22	Hull				
23	International Transit Co.	445 00			
24	Kingston, Portsmouth and Cataraqui				
25	Lake Erie and Northern	1,500 00			1,116 79
26	Lethbridge Municipal		2,955 85	1,527 08	
27	Levis County			1,557 99	75 60
28	London Street	1,100 00	200 00	1,623 10	4,650 00
29	London and Lake Erie				
30	London and Port Stanley	2,410 05	37 50		
31	Moneton Tramways	38 00			
32	Montreal Tramways				
33	Montreal and Southern Counties	2,792 34			
34	Moosejaw	506 25			
35	Nelson				
36	Niagara Falls, Park and River	391 00	69 55	2,772 28	6 29
37	Niagara, St. Catharines and Toronto	3,221 42	605 00	6,515 50	460 00
38	Niagara, Welland and Lake Erie				
39	Nipissing Central	208 50	1,190 96	1,056 09	641 67
40	Oshawa	1,331 62	3 00	827 23	79 50
41	Ottawa	1,019 84		815 76	
42	Peterborough Radial				
43	Pictou County				
44	Port Arthur				
45	Quebec Ry., Ltg. and Power Co. (Citadel).	629 90	33 39	741 14	12,215 14
46	" " " (Montmorency).	687 05	276 73	2,099 69	
47	Regina Municipal				
48	Sandwich, Windsor and Amherstburg	1,515 00			
49	Sarnia		1,113 85	769 70	
50	Saskatoon	810 02	50 00	150 00	60 00
51	Schomberg and Aurora			1,810 14	
52	Shawinigan Falls			1,873 52	

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for the year ending June 30, 1918.

pour l'exercice terminé le 30 juin 1918.

Way and Structures.

voies et constructions.

Rails, Fastenings and Joints. — Rails, attaches et joints.	Special Work. — Travaux spéciaux.	Under- ground Construc- tion. — Construc- tion sous terre	Roadway and Track Labour. — Main- d'œuvre pour chemin et voie.	Paving. — Pavage.	Miscel- laneous Roadway and Track Expenses. — Diverses dépenses pour chemin et voie.	Cleaning and Sanding Track. — Nettoyage et ensa- blement de la voie.	Removal of Snow, Ice and Sand — Enlèvement de la neige, glace et sable.	No. — No
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
.....					1,134 34	106 72	550 98	1
.....			13,525 55	215 50	.....	.....	3,521 09	2
.....					12,090 04	.....	2,126 22	3
.....					.....	.....	860 44	4
2,032 75	1,175 75	3,258 29	87,770 26	5,551 23	2,837 97	10,708 13	3,177 50	5
.....			1,603 30		36 76	126 00	1,806 73	6
.....			8,212 60		.....	.....	.....	7
.....					641 01	781 47	10,745 55	8
360 11	277 59		9,943 31	226 86	196 47	35 00	1,453 07	9
165 03	49 98		6,363 39	338 49	4,583 63	.....	1,371 92	10
.....			4,877 12	553 72	447 87	5,517 05	2,182 07	11
417 44	14 93				2,548 47	.....	2,900 94	12
.....					876 38	7,318 86	6,473 21	13
.....	46 39		7,959 53	1,819 27	7,253 26	.....	3,637 03	14
.....					15,330 43	.....	1,689 40	15
.....					21,229 44	.....	8,915 45	16
.....					19,583 51	.....	4,118 81	17
.....					9,878 43	.....	9,599 70	18
.....			2,657 69		4,278 35	.....	246 21	19
.....			30,079 47		276 24	.....	1,940 29	20
250 80			1,424 83		1,638 40	868 33	1,596 35	21
980 58			6,591 77		258 86	.....	7,524 89	22
1,800 00	5,607 17		25,121 88	5,245 50	.....	.....	1,620 00	23
.....					1,624 32	141 29	2,301 73	24
341 66	207 46		8,141 89		46 92	.....	.....	25
145 43			840 68		27,549 19	.....	.....	26
.....					298 36	.....	1,385 94	27
.....			5,391 98		493 36	936 26	2,643 25	28
.....			1,655 75		2,241 89	300 78	11,527 20	29
369 69	501 39		6,418 12	27 99	251 38	.....	430 33	30
5,631 41	5,164 08		39,787 16	2,277 41	193 72	97 31	4,917 70	31
.....					98 87	39 00	1,954 04	32
40 61	682 71		6,899 04		2,671 90	1,626 12	44,378 42	33
431 70	1,659 37		2,461 38	1,802 49	602 79	520 94	1,145 29	34
330 85	885 23		8,938 92		6,554 74	.....	1,194 38	35
.....			842 96		1,507 17	5,862 31	29,236 37	36
.....			6,012 28		.....	.....	5,243 81	37
610 62	1,680 48		77 63	5,437 21	.....	.....	.....	38
251 89			8,421 74		.....	.....	.....	39
.....			8,751 26		261 81	.....	30 00	40
.....				33 60	.....	.....	400 00	41
737 14			5,869 22		.....	1,440 00	1,076 30	42
6 00			3,620 77		.....	1,949 97	.....	43
230 85			2,975 77		.....	.....	.....	44
.....					.....	.....	.....	45
.....					.....	.....	.....	46
.....					.....	.....	.....	47
.....					.....	.....	.....	48
.....					.....	.....	.....	49
.....					.....	.....	.....	50
.....					.....	.....	.....	51
.....					.....	.....	.....	52

9 GEORGE V. A. 1919

TABLE 4. —Summary of Operating Expenses
TABLEAU 4. —Sommaire des frais d'exploitation

No N ^o	Name of Railway Nom du chemin de fer.	Maintenance Entretien des							
		Superin- tendence. Surin- tendance.	Ballast. Testage.	Ties Traverses.		Rails.			
		\$	cts	\$	cts	\$	cts	\$	cts
53	Sherbrooke								
54	St. Thomas								
55	Suburban Rapid Transit Co		83 63						
56	Sudbury, Copper Cliff Suburban	1,868	26						
57	Three Rivers Traction Co	1,216	42						
58	Toronto	11,756	52			886	40	2,576	70
59	Toronto Civic								
60	Toronto Suburban	3,903	34			632	32		
61	Toronto and York Radial	3,987	35	1,209	06	2,516	30	8,479	67
62	Windsor, Essex and Lake Shore								
63	Winnipeg	5,403	64	102	94	3,572	72	1,417	68
64	Winnipeg, Selkirk and Lake Winnipeg	2,259	55						
65	Yarmouth								
	Totals	74,612	54	9,855	82	64,299	34	35,177	57

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for the year ending June 30, 1918—*Continued.*pour l'exercice terminé le 30 juin 1918—*Suite.*

Way and Structures.

voies et constructions.

Rails, Fastenings and Joints. — Rails, attaches et joints.	Special Work. — Travaux spéciaux.	Under- ground Construc- tion. — Construc- tion sous terre	Roadway and Track Labour. — Main- d'oeuvre pour chemin et voie.	Paving. — Pavage.	Miscel- laneous Roadway and Track Expenses. — Diverses dépenses pour chemin et voie.	Cleaning and Sanding Track. — Nettoyage et ensa- blement de la voie	Removal of Snow, Ice and Sand — Enlèvement de la neige, glace et sable.	No — No
\$ cts	\$ cts.	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	
.....					4,537 08	475 00	2,140 51	53
.....								54
.....					6,626 48	471 44	546 99	55
.....			2,646 03				2,677 81	56
.....			2,831 88			2,641 11	6,216 84	57
4,509 88	13,748 99		61,063 75	1,045 43	103 88	6,536 19	19,852 26	58
.....	58 73		2,058 48	340 50	250 57	968 48	907 64	59
291 97	185 10		16,921 39		827 67	3,396 56	7,060 60	60
.....			28,049 58		1,368 26	10,043 86	11,742 30	61
.....			17,344 64					62
3,481 28	8,662 49		11,469 95	9,318 10	2,239 49	12,374 75	4,698 42	63
.....					13,323 35		10 17	64
.....			306 56					65
23,415 69	40,831 84	3,258 29	465,902 51	34,233 30	178,793 06	75,282 93	245,523 10	

9 GEORGE V. A. 1919

TABLE 4.—Summary of Operating Expenses
TABLEAU 4.—Sommaire des frais d'exploitation

No N ^o	Name of Railway. Nom du chemin de fer	Maintenance— Entretien de							
		Tunnels — Sous- terrains.	Elevated structures and Founda- tions. — Construc- tions élevées et fon- dations.	Bridges, Trestles and Culverts. — Ponts, croisillons et ponceaux, enseignes.	Crossings, Fences, Cattle Guards and Signs. — Traverses, clôtures, cours à bestiaux et				
		\$	cts	\$	cts	\$	cts	\$	cts.
1	Berlin and Waterloo—now Kitchener and Waterloo								
2	Berlin and Northern								
3	Berlin, Waterloo, Wellesley and Lake Huron					4,969	00		
4	Brandon Municipal								
5	Brantford and Hamilton								
6	Brantford Municipal								
7	British Columbia					3,778	56	2,684	43
8	Calgary Street					41	50	103	00
9	Calgary								
10	Canadian Resources Development								
11	Cape Breton					382	00	744	70
12	Chatham, Wallaceburg and Lake Erie	329	92	0	21	903	39	382	87
13	Cornwall								
14	Edmonton Radial					421	04	479	27
15	Fort William								
16	Guelph Radial								
17	Halifax Tramway (Nova Scotia Tramways and Power Co.)								
18	Hamilton and Dundas								
19	Hamilton, Grimsby and Beamsville								
20	Hamilton Street								
21	Hamilton Radial								
22	Hull								
23	International Transit Co								
24	Kingston, Portsmouth and Catara- qui								
25	Lake Erie and Northern					2,130	00		
26	Lethbridge Municipal								
27	Levis County								
28	London Street								
29	London and Lake Erie								
30	London and Port Stanley					125	92	471	38
31	Moncton Tramways								
32	Montreal Tramway								
33	Montreal and Southern Counties								
34	Moosejaw								
35	Nelson								
36	Niagara Falls, Park and River					2,391	03	1,212	59
37	Niagara, St. Catharines and Toronto					2,168	36	2,514	80
38	Niagara, Welland and Lake Erie					8	90		
39	Nipissing Central					211	71	73	60
40	Oshawa							107	10
41	Ottawa					1,326	07	60	56
42	Peterborough Radial								
43	Pictou County								
44	Port Arthur					3,012	40		
45	Quebec Rly., Light and Power Co. (Citadel)					386	62	71	19
46	Quebec Rly., Light and Power Co. (Montmo- rency)					578	59	1,008	28
47	Regina Municipal								
48	Sandwich, Windsor and Amherstberg								
49	Sarnia								
50	Saskatoon							80	00

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for the year ending June 30, 1918—*Continued.*pour l'exercice terminé le 30 juin 1918—*Suite.*

Way and Structures

voie et de construction.

Signal and Interlocking Systems. — Signaux et aiguillage à enclanchement.	Telephone and Telegraph Systems. — Signaux de téléphone et de télégraphe.	Other Miscellaneous Way Expenses. — Diverses autres dépenses de chemin.	Poles and Fixtures. — Poteaux et accessoires.	Transmission System. — Service de transmission.	Distribution System. — Service de distribution.	Miscellaneous Electric Line Expenses. — Dépenses diverses de ligne électrique.	No. — N ^o
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
581 63						135 60	1
			533 12		1,286 85		2
					2,857 74		3
			1,552 87				4
1,847 60	1,752 99	1,577 95	1,062 34	1,916 61	32,917 83	716 80	5
					132 65		6
						3,437 93	7
39 68	317 44		1,621 82	185 95	2,059 60	21 64	8
941 66	51 89	9 54	9 48		564 82	2 10	9
						211 41	10
129 55	17 24		569 08		2,037 83	37 42	11
				374 24		1,030 21	12
							13
			55 84		4,481 37	112 61	14
					1,265 60		15
						3,872 21	16
					12,111 37		17
					3,642 35		18
						4,966 41	19
						1,491 59	20
8,446 95	202 53			835 96		2,244 04	21
		438 53				418 72	22
			670 96		6,119 07	2,163 46	23
						170 10	24
1,274 09	321 45		7 65		2,107 60	39 17	25
			9 43	122 68		55 46	26
		2,448 21	954 40	59 54	2,746 91	100 96	27
		149 32				438 23	28
0 90			112 16	98 70			29
917 36	335 47		159 00	5,573 60		970 59	30
				122 31	9,851 95		31
	169 13			14 78			32
608 52			256 79	77 62	469 49	39 51	33
		575 29	277 71		1,756 37		34
					22,811 07	1,127 53	35
						723 65	36
	112 37					583 28	37
23 82		Cr. 0 94			8,229 73	38 63	38
163 33	187 60	331 43		4,565 72			39
		29,717 49				2,910 40	40
						10,537 48	41
1,812 50		505 10				328 43	42
							43
							44
							45
							46
							47
							48
							49
							50

9 GEORGE V. A. 1919

TABLE 4.—Summary of Operating Expenses
TABLEAU 4.—Sommaire des frais d'exploitation

No	Name of Railway.	Maintenance— Entretien de			
		Tunnels	Elevated structures and Founda- tions.	Bridges, Trestles and Culverts.	Crossings, Fences, Cattle Guards and Signs.
N°	Nom du chemin de fer	Sou- terrains.	Construc- tions élevées et fon- dations.	Ponts, croisillons et ponceaux, enseignes.	Traverses, clôtures, cours à bestiaux et
		\$	cts	\$	cts
51	Schomberg and Aurora			676	40
52	Shawinigan Falls				364
53	Sherbrooke				60
54	St. Thomas				
55	Suburban Rapid Transit Co				
56	Sudbury, Copper Cliff Suburban				
57	Three Rivers Traction Co				
58	Toronto				
59	Toronto Civic				
60	Toronto Suburban			162	42
61	Toronto and York Radial			2,355	52
62	Windsor, Essex and Lake Shore				1,863
63	Winnipeg			750	64
64	Winnipeg, Selkirk and Lake Winnipeg				960
65	Yarmouth				33
	Totals	329	92	26,793	07
			0	24	13,790
					40

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for the year ending June 30, 1918—*Continued.*pour l'exercice terminé le 30 juin 1918—*Suite.*

Way and Structures

voie et de construction.

Signal and Interlocking Systems — Signaux et aiguillage à enclan- chement.	Telephone and Telegraph Systems. — Signaux de téléphone et de télégraphe.	Other Miscellaneous Way Expenses. — Diversds autres de dépenses chemin.	Poles and Fixtures. — Poteaux et accessoires.	Trans- mission System. — Service de transmission.	Distri- bution System. — Service de distribution.	Miscel- laneous Electric Line Expenses. — Dépenses diverses de ligne électrique.	No — N ^o
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
38 02	39 67		82 62	32 46			51
		62 30		4,539 29			52
				1,258 35			53
							54
		14 64	109 14		1,021 09		55
						364 58	56
		224 34		1,479 62			57
				44,451 67			58
	48 88		160 15		308 88	44 28	59
	207 57	33 73				8,116 14	60
656 02	1,862 90		1,030 27	262 90	5,253 61		61
				4,184 65			62
324 98	551 59	393 09		3,481 48	26,573 69	147 18	63
			99 76	32 76	255 43	91 01	64
				55 22	145 07		65
17,806 61	6,178 72	30,471 02	9,334 59	74,016 11	151,287 97	47,688 76	

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for the year ending June 30, 1918—*Continued.*pour l'exercice terminé le 30 juin 1918—*Suite.*

Maintenance of Equipment.

Entretien du matériel.

Super-intendence.	Power Plant Equipment.	Sub station Equipment.	Passengers and Combination Cars.	Freight, Express and Mail Cars.	Locomotives.	Service Cars.	Electric Equipment of Cars.	No. — N°
Surintendance.	Force motrice pour machines.	Appareil de force motrice pour station intermédiaire.	Voitures à voyageurs et à combinaison.	Voitures à marchandises, messagerie et poste.		Voitures de travail.	Voitures pour matériel électrique.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
			1,654 49				1,300 31	1
			523 16					2
	427 86	34 05	1,569 65				7,001 02	3
		1,406 26	7,249 27					4
	22 84					4,571 32		5
6,744 50			84,046 12	20,145 24	5,561 53	930 78	51,643 96	6
			1,002 41				1,269 94	7
						46,074 19	22,185 73	8
								9
490 00		785 44	9,128 58	355 98		1,710 93	8,743 32	10
86 45	176 55	5 60	1,563 14	656 95	198 67	334 44	1,908 28	11
			5,857 78				4,100 09	12
2,822 45			24,541 37			78 07	15,092 46	13
	7 04		9,849 91				5,948 32	14
310 00			1,972 47				3,423 07	15
								16
			18,414 13			1,619 48	12,717 77	17
			668 48				475 00	18
		2,450 19	6,804 58	4,733 63				19
			52,792 95				41,816 73	20
			17,637 96	2,466 62			6,188 66	21
							31,306 06	22
577 73			3,827 39				2,022 29	23
								24
		1,223 07	10,650 73				2,515 11	25
			3,827 33				2,680 68	26
			13,584 62			2,300 89	8,917 89	27
1,455 00			16,927 84				14,091 35	28
								29
1,741 20			9,006 17	3,183 45	2,819 00	522 52	1,650 24	30
						4,710 07	1,754 89	31
								32
3,103 97		384 30				11,887 03	10,441 31	33
502 25	122 82		3,296 71				194 80	34
1,500 00	220 87	769 15				956 60		35
851 98	288 78		3,320 33			13 60	1,118 42	36
147 40		359 31	29,574 74	2,660 18	6,491 58	1,468 15	62,170 38	37
	263 15		698 10				189 85	38
319 96	2 25	14 77	3,068 75	550 40		231 65	2,532 49	39
	24 20	119 17	904 12	127 76	719 76	159 93	1,509 87	40
7,387 47	783 90	4,689 53	40,070 28				27,060 75	41
	38 25		4,950 60				2,123 79	42
								43
		879 89				6,414 20	3,897 79	44
373 52			19,167 46				12,447 24	45
433 12			8,995 73		1,825 61		11,728 93	46
2,049 92			10,341 96				4,114 56	47
	1,072 50		17,476 86				13,506 29	48

9 GEORGE V. A. 1919

TABLE 4.—Summary of Operating Expenses
TABLEAU 4.—Sommaire des frais d'exploitation

		Maintenance of Way and Structures. Entretien des voies et structures.			
No	Name of Railway	Buildings and Structures.	Other Opera- tions. Dr.	Other Opera- tions. Cr.	Total Way and Structures.
N ^o	Nom du chemin de fer	Bâtiments et structures	Autres exploit- ations. Dr.	Autres exploit- ations. Cr.	Total des voies et structures
		\$	cts.	\$	cts.
49	Sarnia		9 99		9,153 74
50	Saskatoon	1,373 71			10,308 10
51	Schomberg and Aurora		2 86		9,048 81
52	Shawinigan Falls	58 22			9,764 48
53	Sherbrooke	556 14			8,967 08
54	St. Thomas				
55	Suburban Rapid Transit Co.	334 63			9,208 04
56	Sudbury, Copper Cliff Suburban	105 24			7,661 92
57	Three Rivers Traction Co.	5 94			14,616 15
58	Toronto	8,780 20			175,311 87
59	Toronto Civic	1,143 09			6,289 68
60	Toronto Suburban	3,083 07	156 44		45,574 66
61	Toronto and York Radial	4,861 28		10,123 89	75,418 35
62	Windsor, Essex and Lake Shore	1,081 84			22,611 13
63	Winnipeg	4,500 21			100,133 65
64	Winnipeg, Selkirk and Lake Winnipeg	679 48			17,021 51
65	Yarmouth	21 96			528 81
	Total	60,386 41	5 416 05	10,123 89	1,684,561 97

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for the year ending June 30, 1918—*Continued.*pour l'exercice terminé le 30 juin 1918—*Suite.*

Maintenance of Equipment.								
Entretien du matériel.								
Super- intend- ence. — Surin- ten- dence.	Power Plant Equip- ment. — Force motrice pour machines.	Sub- station Equip- ment. — Appareil de force motrice pour station intermé- diaire.	Passengers and Com- bination Cars. — Voitures à voyageurs et à combi- naison.	Freight, Express and Mail Cars. — Voitures à mar- chandises, messagerie et poste.	Locomo- tives.	Service Cars. — Voitures de travail.	Electric Equip- ment Cars. — Voitures pour matériel électrique.	No. — N ^o
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
3,041 30							5,955 45	49
1,714 70			10,514 40			300 00	2,904 86	50
	457 76				1 30			51
						6,193 77		52
						607 61	1,336 24	53
		422 52						54
			2,808 39					55
			4,418 64			331 02	1,181 02	56
32,026 98	4,328 62	16,669 80	242,013 10				227,462 18	57
1,670 30			13,074 29			698 38	3,474 13	58
2,194 75			12,725 46	49 22	172 28	969 91	6,375 13	59
	3,139 11		37,378 66			17,670 47	48,838 28	60
1,031 62						12,544 63	6,415 86	61
4,141 01	11,888 82	2,734 25	102,419 72			2,367 25	58,424 89	62
1,229 90		849 46	6,202 65				3,304 57	63
	650 23	418 84	1,172 53				1,405 66	64
77,947 48	23,915 55	34,215 60	877,394 01	34,929 43	23,983 50	119,473 12	767,724 91	65

9 GEORGE V, A, 1919

TABLE 4.—Summary of Operating Expenses
TABLEAU 4.—Sommaire des frais d'exploitation

No. N°	Name of Railway. Nom du chemin de fer.	Maintenance Entretien			
		Electric Equip- ment of Locomo- tives. Matériel électrique de locomotives.	Shop Machinery and Tools. Machineries d'atelier et outils.	Shop Expenses. Dépenses d'atelier.	Horses and Vehicles. Chevaux et véhicules.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Berlin and Waterloo, now Kitchener and Waterloo			206 65	
2	Berlin and Northern				
3	Berlin, Waterloo, Wellesley and Lake Huron				
4	Brandon Municipal				
5	Brantford and Hamilton	10,246 68			
6	Brantford Municipal				
7	British Columbia	3,190 01	1,774 68	7,948 20	
8	Calais Street		496 94		
9	Calgary			3,602 52	
10	Canadian Reserves Development				
11	Cape Breton		69 14	590 66	0 31
12	Chatham, Wallaceburg and Lake Erie	851 68	785 47	143 27	
13	Cornwall			1,157 86	
14	Edmonton Radial		448 05	3,492 12	6 35
15	Fort William			2,887 12	
16	Guelph Radial				
17	Halifax Tramways, now Nova Scotia Tramways and Power Co.		547 23		
18	Hamilton and Dundas				
19	Hamilton, Grimsby and Beamsville	6,475 24			
20	Hamilton Street				
21	Hamilton Radial				
22	Hull				
23	International Transit Co.				
24	Kingston, Portsmouth and Cataraqui			30 79	
25	Lakes Erie and Northern				
26	Lethbridge Municipal		167 99		
27	Levis County			2,349 02	
28	London Street			10,627 33	
29	London and Lake Erie				
30	London and Port Stanley		212 55	3,893 57	
31	Moncton Tramways			264 10	
32	Montreal Tramways				
33	Montreal and Southern Counties				
34	Moosonev				
35	Nelson				
36	Niagara Falls, Park and River				39 41
37	Niagara, St. Catharines and Toronto	14,221 27	686 42	3,402 27	9 60
38	Niagara, Welland and Lake Erie				
39	Nipissing Central		18 00	1,087 07	
40	Ottawa	1,875 96	251 53	783 53	363 84
41	Ottawa		210 98		2,413 57
42	Peterborough Radial				
43	Peter County				
44	Port Arthur		545 40		
45	Quebec Railway, Light and Power, Canada				
46	Quebec Railway, Light and Power, Montreal		279 02		
47	Régina Municipal			2,964 19	

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for the year ending June 30, 1918—*Continued.*pour l'exercice terminé le 30 juin 1918—*Suite.*

of Equipment. du matériel.				Traffic Expenses. Dépenses du trafic.				No. — N°
Other Mis- cellaneous Equipment expenses. — Autres dépenses pour divers matériaux.	Other Opera- tions. Dr. — Autres d'exploita- tions. Dt.	Other Opera- tions. Cr. — Autres d'exploita- tions. Av.	Total Mainte- nance of Equipment — Total, entretien du matériel.	Superin- tendence and Solicita- tion. — Surinten- dance et sollicita- tion.	Adver- tising. — Annonces.	Miscel- laneous Traffic Expenses. — Diverses dépenses du trafic.	Total Traffic Expenses. — Total, dépenses du trafic.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
587 34			3,748 79		179 00		179 00	1
			523 16					2
			9,032 58					3
			18,902 21		98 58		98 58	4
	17 25		4,611 41		56 73		56 73	5
7,340 58			189,325 60		1,056 27	157 70	1,213 87	6
			1,626 29					7
375 84			72,238 28		919 57		919 57	8
								9
	4,888 50		26,762 86	372 00	703 22		1,075 22	10
			6,710 50	2 47	87 69	300 94	391 10	11
			11,115 73					12
			46,480 87	1,395 92	3,793 13		5,189 05	13
6 15			18,698 54					14
1,177 63			6,883 17			934 67	934 67	15
								16
1,319 33			34,617 94		600 18	2 00	602 18	17
			1,143 48		105 41		105 41	18
			20,463 64		78 00		78 00	19
			94,609 68		261 84		261 84	20
			26,293 24		82 57		82 57	21
			31,306 06		31 76		31 76	22
902 79			7,330 20			9 29		23
			30 79		689 76		689 76	24
			14,388 91					25
121 94			6,797 94		101 25		101 25	26
			27,152 42		186 26		186 26	27
4,609 48			47,711 00					28
								29
2 25			23,030 95	3,712 24	2,090 05	1,175 59	6,977 88	30
88 18			6,817 24					31
								32
2,822 79			28,639 40			1,957 52	1,957 52	33
80 47			4,197 05		46 33		46 33	34
			3,446 62					35
			5,632 55	1,595 37	3,699 84		5,295 21	36
718 14			121,369 40	7,170 24	4,888 10	767 08	12,825 42	37
			1,151 10					38
			78,825 34		222 95		222 95	39
			6,539 69					40
1,321 64			83,938 12			2,990 06	2,990 06	41
28 26			7,140 90					42
								43
63 18			11,800 46	70 00			70 00	44
6,103 47			38,091 69			7,724 48	7,724 48	45
								46
Cr. 20 01			23,212 40		1,735 81	2,143 95	3,879 76	47
			19,470 63	21 72	1,925 49		1,917 21	48

9 GEORGE V, A. 1919

TABLE 4.—Summary of Operating Expenses
TABLEAU 4.—Sommaire des frais d'exploitation

No N ^o	Name of Railway. — Nom du chemin de fer.	Maintenance Entretien			
		Electric Equip- ment of Locomo- tives. — Matériel électrique de locomotives.	Shop Machinery and Tools. — Machineries d'atelier et outils.	Shop Expenses. — Dépenses d'atelier.	Horses and Vehicles. — Chevaux et véhicules.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
48	Sandwich, Windsor and Amherstburg				163 92
49	Sarnia			172 48	48 95
50	Saskatoon		500 00	4,000 00	
51	Schomberg and Aurora		10 22		
52	Shawinigan Falls				
53	Sherbrooke			171 37	1,099 87
54	St. Thomas				
55	Suburban Rapid Transit Co.				
56	Sudbury Copper Cliff Suburban			170 56	
57	Three Rivers Traction Co.				
58	Toronto		7,998 05	29,611 62	32,977 74
59	Toronto Civic		128 95	368 72	959 78
60	Toronto Suburban		162 09	3,131 51	
61	Toronto and York Radial		3,181 07	278 38	
62	Windsor, Essex and Lake Huron				
63	Winnipeg		1,196 49	8,205 01	352 35
64	Winnipeg, Selkirk and Lake Winnipeg				
65	Yarmouth				
	Total	36,860 80	19,670 27	19,539 91	38,435 72

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for the year ending June 30, 1918—*Continued.*pour l'exercice terminé le 30 juin 1918—*Suite.*

of Equipment. — du matériel.				Traffic Expenses. — Dépenses du trafic.				No. — N°
Other Mis- cellaneous Equip- ment expenses. — Autres dépenses pour divers matériaux.	Other Opera- tions. Dr. — Autres d'exploita- tions. Dt.	Other Opera- tions. Cr. — Autres d'exploita- tions. Av.	Total Mainte- nance of Equipment. — Total, entretien du matériel.	Superin- tendence and Solicita- tion. — Surinten- dance et sollicita- tion.	Adver- tising. — Annonces.	Miscel- laneous Traffic Expenses. — Diverses dépenses du trafic.	Total Traffic Expenses. — Total, dépenses du trafic.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
			32,219 57		141 25		141 25	48
			9,218 18					49
	494 48		20,428 44					50
			469 28					51
			6,193 77					52
2,816 13			6,031 22					53
			422 52					54
			2,808 39					55
170 45			6,271 69					56
2,892 69			595,980 78		8,147 96		8,147 96	57
13 48			20,388 03	2,778 60	51 33		2,829 93	58
2,439 78	16,574 79	735 00	44,059 92		682 24		682 24	59
1,555 71			112,041 68		718 85		718 85	60
527 93			20,520 04	1,729 68			1,729 68	61
			191,729 79		1,819 55	4,154 57	5,974 12	62
19 60			11,606 18					63
			3,647 26					64
37,545 22	21,975 02	735 00	2,204,875 57	18,848 24	35,200 97	22,317 75	76,366 96	65

9 GEORGE V. A. 1919

TABLE 4.—Summary of Operating Expenses
TABLEAU 4.—Sommaire des frais d'exploitation

No. N ^o	Name of Railway. Nom du chemin de fer.	Conducting Transport			
		Superintendence and Transportation. Surintendance des transports.	Power-plant Employees. Employés de mise en activité de force motrice.	Sub-station Employees. Employés de stations intermédiaires.	Fuel for Power. Combustible pour force motrice.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Berlin and Waterloo, now Kitchener and Waterloo.	1,428 73			
2	Berlin and Northern				
3	Berlin, Waterloo, Wellesley and Lake Huron	1,200 00	2,278 27	1,860 09	2,085 00
4	Brandon Municipal				
5	Brantford and Hamilton	1,273 17		4,584 63	
6	Brantford Municipal				
7	British Columbia	62,139 75			
8	Calais Street		1,494 33		1,564 97
9	Calgary	4,180 00			
10	Canadian Resources Development				
11	Cape Breton	3,936 19		3,211 97	
12	Chatham, Wallaceburg and Lake Erie	621 52	3,188 06	21 30	13,914 77
13	Cornwall				
14	Edmonton Radial	6,675 30			
15	Fort William	1,540 00	1,560 00		
16	Guelph Radial	365 00			
17	Halifax Tramways (now Nova Scotia Tram and Power Co.)		7,731 52		36,010 99
18	Hamilton and Dundas	591 96			
19	Hamilton, Grimsby and Beamsville	1,080 20		4,754 30	
20	Hamilton Street	19,002 14			
21	Hamilton Radial	2,638 84			
22	Hull				
23	International Transit Co.	615 00			
24	Kingston, Portsmouth and Cataraqui				
25	Lake Erie and Northern	1,200 00		3,542 06	205 09
26	Lethbridge Municipal	411 00			
27	Levis County			960 00	
28	London Street	7,063 80			
29	London and Lake Erie				
30	London and Port Stanley	7,501 33			
31	Moncton Tramways	412 50			
32	Montreal Tramways				
33	Montreal and Southern Counties	12,193 59		7,775 32	
34	Moosejaw	504 25	5,359 04		8,619 01
35	Nelson				
36	Niagara Falls Park and River	1,825 10	7,019 76		
37	Niagara, St. Catharines and Toronto	18,014 37		9,109 79	
38	Niagara, Welland and Lake Erie				
39	Nipissing Central	1,615 00		2,620 15	
40	Oshawa	2,152 09	2,120 96		
41	Ottawa	21,108 54	6,631 90	6,057 20	19,417 52
42	Peterborough Radial	9 00			
43	Peterborough County				
44	Port Arthur	3,280 37			
45	Quebec Rly., Light & Power Co. (Citadel)	5,589 69			
46	" " (Montmorency).	44 98		1,327 67	
47	Regina Municipal	2,850 69			
48	Sandwich, Windsor and Amherstburg	1,750 00	10,651 72		9,061 26
49	Sarnia				

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for the year ending June 30, 1918—*Continued.*pour l'exercice terminé le 30 juin 1918—*Suite.*

Transportation—Power.

Service de force motrice.

Water for Power. — Eau pour force motrice.	Lubri- cants for Power. — Huile et chiffons pour force motrice.	Miscel- laneous Power-plant Supplies and Expenses. — Fournitures et dépenses diverses de force motrice.	Substation Supplies and Expenses. — Fournitures et dépenses des stations inter- médiaires.	Power Purchased. — Achat de force motrice.	Other Opera- tions. Dr. — Autres frais d'exploit- ation. Dt.	Other Opera- tions. Cr. — Autres frais d'exploit- ation. Av.	Total. Power. — Total, force motrice.	No — N°
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
				6,063 48			6,063 48	1
				1,789 67			1,789 67	2
	270 00			20,160 84			26,654 20	3
								4
				13,491 37			18,076 00	5
				14,804 18			14,804 18	6
			77,972 41	637,459 84			715,432 25	7
		628 98		7,500 00			11,188 28	8
				92,721 93			92,721 93	9
				200 00			300 00	10
		305 07			31,412 27		34,929 31	11
89 76	270 23	585 25	4 43	8,105 17			26,178 97	12
		3,676 51					3,676 51	13
				91,334 00			91,334 00	14
		128 31		14,466 64			16,154 95	15
				7,849 89			7,849 89	16
1,156 25	404 78	3,310 76					48,614 30	17
				7,594 18			7,594 18	18
				12,919 08			17,673 38	19
				68,814 86			68,814 86	20
				20,024 25			20,024 25	21
				16,934 49			16,934 49	22
				12,000 00	30,406 95		42,406 95	23
				4,368 74			4,368 74	24
	573 20			29,741 95			34,062 30	25
				14,055 30			14,055 30	26
			361 61	11,400 00			12,721 61	27
				36,223 54			36,223 54	28
								29
				37,060 62			37,060 62	30
				3,170 00			3,170 00	31
								32
			1,623 44	36,614 29			46,013 05	33
51 60	1,022 59	1,503 28					16,555 52	34
								35
	272 74	318 08		155 00			7,765 58	36
			1,340 01	36,716 91			47,166 71	37
				1,845 83			1,845 83	38
		3 44	46 05	17,092 25			19,761 89	39
				8,000 40			10,121 36	40
1,969 66	139 46	1,599 87	320 61	24,962 31			61,998 53	41
	0 60			6,000 00			6,000 60	42
								43
	8 46			19,999 92			20,008 38	44
				33,992 30			33,992 30	45
				41,250 00			42,577 67	46
				50,399 80			50,399 80	47
		804 03		46,168 07		42,547 08	23,538 00	48
				10,490 59			10,490 59	49

9 GEORGE V, A. 1919

TABLE 4.—Summary of Operating Expenses
TABLEAU 4.—Sommaire des frais d'exploitation

No N ^o	Name of Railway. Nom du chemin de fer.	Conducting Transport			
		Superin- tendence and Transporta- tion. Surinten- dence des transports.	Power- plant Employees. Employés. de mise en activité de force motrice.	Sub- station Employees Employés. de stations interné- diaires.	Fuel for Power. Com- bustible pour force motrice.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
50	Saskatoon	4,895 10			
51	Schomberg and Aurora	120 00		1,057 11	
52	Shawinigan Falls				
53	Sherbrooke	692 50			
54	St. Thomas				
55	Suburban Rapid Transit Co.	2,712 07		3,199 25	
56	Sudbury-Copper Cliff Suburban ..	1,885 40	462 10		
57	Three Rivers Traction Co.				
58	Toronto	224,567 34	6,971 40	26,972 48	4,462 46
59	Toronto Civic	7,205 64			
60	Toronto Suburban	2,560 00		5,391 78	
61	Toronto and York Radial	16,190 46	16,671 81		5,870 15
62	Windsor, Essex and Lake Shore ..	1,223 34	4,593 91		19,017 02
63	Winnipeg	31,102 58	24,514 27	14,174 13	64,285 98
64	Winnipeg, Selkirk and Lake Winnipeg ..			3,900 47	
65	Yarmouth		1,915 40	1,505 13	538 91
	Totals	488,040 77	102,564 45	102,924 83	185,053 13

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for the year ending June 30, 1918—*Continued.*pour l'exercice terminé le 30 juin 1918—*Suite.*

Transportation—Power.

Service de force motrice.

Water for Power. — Eau pour force motrice.	Lubri- cants for Power. — Huile et chiffons pour force motrice.	Miscel- laneous Power-plant Supplies and Expenses. — Fournitures et dépenses diverses de force motrice.	Substation Supplies and Expenses. — Fournitures et dépenses des stations inter- médiaires.	Power Purchased. — Achat de force motrice.	Other Opera- tions. Dr. — Autres frais d'exploit- ation. Dt.	Other Opera- tions. Cr. — Autres frais d'exploit- ation. Av.	Total. Power. — Total, force motrice.	No. — N°
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
				29,021 71			29,021 71	50
				1,800 00			2,857 11	51
				3,555 95			3,555 95	52
				8,021 80			8,021 80	53
				4,243 87			4,243 87	54
		320 33		30,243 72			33,763 30	55
				1,968 75			2,430 85	56
				10,108 02			10,108 02	57
10 10	101 83	6,441 64	2,539 32	732,847 95			780,347 18	58
				64,913 54			64,913 54	59
			494 32	35,189 38			41,075 48	60
	215 02	14 39		78,000 00			100,771 37	61
		950 96					24,561 89	62
	223 64	5,951 79	3,145 18				112,294 99	63
			154 13	27,833 18			31,867 78	64
		347 90	127 34				4,334 68	65
3,277 37	3,502 55	26,890 59	88,108 85	2,551,789 56	61,819 22	42,547 08	3,083,383 47	

9 GEORGE V, A. 1919

TABLE 4.—Summary of Operating Expenses
TABLEAU 4.—Sommaire des frais d'exploitation

No.	Name of Railway.	Conducting Transportation— Transport—			
		Passenger Conductors Motormen and Trainmen.	Freight and Express Conductors Motormen and Trainmen.	Miscel- laneous Car Service Employees.	Miscel- laneous Car Service Expenses.
N°	Nom du chemin de fer.	Conducteurs de voyageurs, gardes- moteurs et employés de route.	Conducteurs de marchan- dises et de messageries, gar des-mo- teurs et employés de route.	Divers employés au service des voitures.	Diverses dépenses, service des voitures.
		\$	cts.	\$	cts.
1	Berlin & Waterloo, now Kitchener & Waterloo	13,775	56		1,751 32
2	Berlin & Northern	2,283	68		39 32
3	Berlin, Waterloo, Wellesley & Lake Huron	25,297	05	8,388	85
4	Brandon Municipal				
5	Brantford & Hamilton	14,167	16	5,378	08
6	Brantford Municipal	31,293	59		2,609 03
7	British Columbia	934,731	27	5,892	57
8	Calais Street	9,260	20		6,344 90
9	Calgary	164,960	44	4,071	96
10	Canadian Resources Development	300	00	73	76
11	Cape Breton	49,136	82		13,519 17
12	Chatham, Wallaceburg & Lake Erie	8,305	81	31	19
13	Cornwall	12,521	67		3,770 34
14	Edmonton Radial	137,656	98		1,037 37
15	Fort William	41,574	55	122	56
16	Guelph Radial	14,123	17	6,562	82
17	Halifax Tramway (now Nova Scotia Tramways & Power Co.)	93,465	20	6,284	93
18	Hamilton & Dundas	14,790	79		3,814 29
19	Hamilton, Grimsby & Beamsville	20,763	04	5,393	00
20	Hamilton Street	194,642	83	288	24
21	Hamilton Radial	31,748	76	1,216	24
22	Hull	48,981	15		3,986 96
23	International Transit Co.	21,636	74	1,567	77
24	Kingston, Portsmouth & Cataraqui	14,155	00		4,956 60
25	Lake Erie & Northern	16,925	06		2,213 58
26	Leithbridge Municipal	11,591	85		622 24
27	Levis County	21,538	71	5,818	05
28	London Street	138,962	78		5,006 92
29	London & Lake Erie			2,186	06
30	London & Port Stanley	12,554	73		680 38
31	Moncton Tramways	5,465	88	1,547	50
32	Montreal Tramways				3,476 14
33	Montreal & Southern Counties	39,010	80		11,393 38
34	Moosejaw	38,571	00	388	27
35	Nelson	7,083	85		3,667 79
36	Niagara Falls, Park or River	20,635	80	5,166	41
37	Niagara, St. Catharines & Toronto	80,169	69	8,405	76
38	Niagara, Welland & Lake Erie	6,196	03	1,080	66
39	Nipissing Central	19,112	41		1,369 01
40	Oshawa	5,035	97		
41	Ottawa	335,001	65	7	31
42	Peterborough Radial	23,985	11	4,181	69
43	Pictou County			69	46
44	Port Arthur	37,419	40		1 30
45	Quebec Rly, Light & Power Co. (Citadel)	142,353	95	401	51
46	" " (Montmorency)	31,071	75		2,073 90
				4,602	38
				1,701	70
					850 86
					37,360 73
					1,419 63
					62 04
					12,590 01
					5,630 08
					3,518 16

9 GEORGE V, A. 1919

TABLE 4.—Summary of Operating Expenses
TABLEAU 4.—Sommaire des frais d'exploitation

No	Name of Railway.	Conducting Transportation— Transport—			
		Passenger Conductors Motormen and Trainmen.	Freight and Express Conductors Motormen and Trainmen.	Miscel- laneous Car Service Employees.	Miscel- laneous Car Service Expenses.
N ^o	Nom du chemin de fer.	Conducteurs de voyageurs, gardiens- moteurs et employés de route.	Conducteurs de marchan- dises et de messageries, gardiens- moteurs et employés de route.	Divers employés au service des voitures.	Diverses dépenses, service des voitures.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
47	Regina Municipal	85,839 04	2,638 29		8,218 62
48	Sandwich, Windsor & Amherstburg	87,407 87			13,113 80
49	Sarnia	15,117 02			
50	Saskatoon	62,434 40			
51	Schomberg & Aurora	2,212 75			
52	Shawinigan Falls	22,011 62			
53	Sherbrooke	16,184 21			387 16
54	St. Thomas	11,242 30			
55	Suburban Rapid Transit Co.	56,227 14		2,587 30	
56	Sudbury, Copper Cliff Suburban	10,115 68		1,907 81	
57	Three Rivers Traction Co.	12,980 05			484 47
58	Toronto	1,654,253 26		1,168 00	398 45
59	Toronto Civic	118,010 98		36,843 32	80,523 56
60	Toronto Suburban	46,090 64	4,583 06		7,436 07
61	Toronto & York Radial	92,237 09	10,249 39	4,434 94	2,741 65
62	Windsor, Essex & Lake Shore	14,405 74		730 05	11,091 52
63	Winnipeg	800,921 31		17,056 70	490 08
64	Winnipeg, Selkirk & Lake Winnipeg	19,404 60		7,678 28	78,790 43
65	Yarmouth	4,107 56		2,120 32	
	Totals	6,026,371 24	208,946 86	162,055 39	402,296 69

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for the year ending June 30, 1918—*Continued.*pour l'exercice terminé le 30 juin 1918—*Suite.*

Operation of Cars.

Services des voitures.

Station Em- ployees. — Employés des gares.	Station Expenses. — Dépenses des gares.	Carhouse Employees. — Employés des garages.	Carhouse Expenses. — Dépenses des garages.	Operation of Signal and Inter- locking Systems. — Signaux et appareils d'enlan- chement.	Operation of Telephone and Telegraph Systems. — Lignes télégra- phiques et télépho- niques.	Express and Freight Collection and Delivery. — Perception des messageries et marchan- dises et livraison.	Loss and Damage. — Perte et dommage.	No. — N ^o
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
		7,208 95	305 69	1,464 96			504 02	47
		651 25				5,208 36		48
								49
1,036 40	395 57		66 00	1,443 96				50
		4,607 85	4 00					51
								52
	23 11				566 96			53
		2,677 03	280 98	315 16				54
		1,232 62						55
		141,253 98	51,038 90					56
		11,695 15	2,814 58	955 81	238 50			57
828 56	2,629 36			405 29			26 86	58
19,871 17	1,324 62	23,909 07	2,368 21			8,987 07	162 25	59
								60
236 38	2,266 10	36,442 12	17,600 98	9,440 91	0 47			61
8,200 77		1,448 63		88 66			79 57	62
								63
								64
236,944 08	56,357 09	449,385 11	107,339 69	41,966 89	10,519 71	36,365 14	5,719 05	65

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TABLE 4.—Summary of Operating Expenses
TABLEAU 4.—Sommaire des frais d'exploitation

No. N ^o	Name of Railway. Nom du chemin de fer.	Conducting Transportation—Con. Service de transport—Fin.			Salaries and Expenses of General Officers. Appointe- ments et dépenses des fonction- naires généraux.
		Other Trans- portation Expenses. Autres frais de transport.	Total Operation of Cars. Total service des voitures.	Total Trans- portation Expenses. Total frais de transport.	
		\$ cts.	\$ cts.	\$ cts.	
1	Berlin & Waterloo, now Kitchener & Waterloo.		16,334 63	23,826 84	1,383 40
2	Berlin & Northern		2,323 00	4,112 67	
3	Berlin, Waterloo, Wellesley & Lake Huron.		43,680 85	71,535 05	5,669 62
4	Brandon Municipal				
5	Brantford & Hamilton		34,158 06	53,507 23	2,304 00
6	Brantford Municipal		44,861 05	59,665 23	2,050 00
7	British Columbia	5,904 09	1,278,557 54	2,056,129 54	22,510 38
8	Calais Street		11,721 41	22,909 69	2,400 32
9	Calgary	8,465 03	200,127 71	297,329 64	11,660 27
10	Canadian Resources Development		300 00	600 00	
11	Cape Breton	109 83	62,666 13	101,531 63	8,173 23
12	Chatham, Wallaceburg & Lake Erie.	156 91	24,902 45	51,702 94	3,623 71
13	Cornwall		12,521 67	16,198 18	1,539 84
14	Edmonton Radial	300 58	169,276 65	267,285 95	1,423 40
15	Fort William		53,263 73	70,958 68	3,523 70
16	Guelph Radial	2,626 06	16,749 23	24,964 12	1,051 84
17	Halifax Tramways, now Nova Scotia Tramways & Power Co.).	796 26	109,811 15	158,425 45	6,634 97
18	Hamilton & Dundas		16,727 60	24,913 68	1,011 00
19	Hamilton, Grimsby & Beamsville.		36,018 84	54,772 39	1,800 00
20	Hamilton Street		229,248 22	317,065 22	9,792 00
21	Hamilton Radial		42,062 17	61,725 26	2,268 00
22	Hull	1,080 00	57,140 61	71,075 10	3,476 97
23	International Transit Co.	2 50	25,714 39	68,766 34	885 00
24	Kingston, Portsmouth & Cataraqui		21,095 80	29,364 51	2,963 15
25	Lake Erie & Northern		21,765 79	57,028 09	5,257 33
26	Lethbridge Municipal	978 70	13,904 70	28,404 00	1,077 75
27	Lewis County		35,717 84	48,439 45	2,739 60
28	London Street	144 76	159,081 37	202,368 71	7,349 96
29	London & Lake Erie				
30	London & Port Stanley		68,227 83	112,789 78	3,271 34
31	Moncton Tramways		9,521 94	13,104 44	
32	Montreal Tramways				
33	Montreal & Southern Counties	852 93	81,917 11	110,123 78	
34	Moosejaw		43,751 20	60,810 97	3,250 00
35	Nelson		7,670 96	7,670 96	
36	Niagara Falls Park & River	786 83	28,440 11	38,031 09	635 14
37	Niagara St. Catharines & Toronto	333 16	201,079 87	269,290 93	5,721 76
38	Niagara, Welland & Lake Erie		6,269 73	8,115 62	
39	Nipissing Central	32 44	26,680 06	48,056 95	
40	Oshawa		10,777 29	53,050 71	3,177 05
41	Ottawa	6,922 74	107,800 79	190,907 80	31,168 29
42	Peterborough Radial		27,114 43	33,124 01	3,325 06
43	Pictou County				
44	Port Arthur	1,204 06	46,649 54	69,947 29	1,839 05
45	Quebec Riv. Light & Power Co., Citadel	1,830 92	176,939 37	216,521 36	
46	Quebec Riv. Light & Power Co., Montmorency	3,125 79	60,477 74	103,100 44	1,394 44
47	Regina Municipal		106,479 55	159,420 06	2,314 80
48	Sandwich, Windon & Amherstburg		100,521 67	125,809 67	1,800 00
49	Sarnia		20,976 62	31,467 21	1,816 00
50	Saskatoon	13,601 11	76,035 54	109,952 35	

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for the year ending June 30, 1918—Continued.

pour l'exercice terminé le 30 juin 1918—Suite.

General and Miscellaneous Expenses.								No. — N°
Dépenses, en général et diverses.								
Salaries and Expenses of General Office Clerks.	General Office Supplies and Expenses.	Law Expenses.	Relief Department Expenses.	Miscellaneous General Expenses.	Other Operations Dr.	Other Operations Cr.	Total General and Miscellaneous.	
Appointements et dépenses des commis et aides.	Fournitures de bureau et dépenses en général.	Frais judiciaires.	Dépenses de la division de secours.	Diverses dépenses en général.	Autres services. Dt.	Autres services. Av.	Total en général et divers.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
838 05	290 12	64 65		1,000 02			3,576 30	1
1,270 35	70 00			373 63			1,713 98	2
19,774 95	1,507 50			6,644 08	120 95		33,717 10	3
7,839 47	976 54	484 00		1,314 22	1,439 34		14,357 57	4
3,045 82	1,415 57			913 55	450 35		7,875 29	5
70,250 17	12,355 41	9,201 27		29,987 23			144,304 46	6
580 00	35 00			237 98			3,253 30	7
3,142 40	931 03			4,060 34	3,747 20		23,541 24	8
				67 35			67 35	9
8,285 03	1,092 60	1,465 58		7,811 92			26,828 36	10
4,152 23	529 02	1 02		967 32			9,273 30	11
	582 68			1,602 16			3,724 68	12
5,593 75	855 97			1,043 00			11,916 12	13
1,045 92	265 57	327 06		3,233 85			8,396 10	14
1,054 84	1,054 84						3,164 52	15
								16
6,947 57	2,874 24	153 92	3 82	2,738 71			19,353 23	17
3,326 32	246 60	251 00		653 06	606 57		6,127 55	18
6,713 90	954 91	911 63		1,347 79	1,341 85		13,070 08	19
18,892 28	1,444 31	2,604 93		6,396 93	2,949 10		42,079 55	20
7,605 42	678 74	1,970 61		2,262 49	1,494 12		16,279 38	21
3,476 96	1,240 55			1,426 27			9,620 75	22
812 98	696 61	412 66		126 00			2,933 25	23
554 67				834 64			4,352 46	24
15,380 25	583 32			5,051 07			26,271 97	25
	107 15	214 00		765 08			2,163 98	26
1,884 30	296 78	665 56		1,658 08			7,244 32	27
3,232 00	1,050 17	1,042 10		3,893 09			16,567 32	28
								29
10,088 15	2,357 61	57 89		6,197 82	26,131 19		48,104 00	30
592 50				110 00			702 50	31
								32
19,331 52	2,437 90	100 75		565 68			22,435 85	33
2,919 06	358 78	1,213 76		554 54			8,296 14	34
	60 00						60 00	35
622 09	188 27	1,499 70		661 51		95 33	3,511 44	36
20,016 33	2,901 59	1,808 62		4,784 29			35,232 59	37
1,113 00		80 00		281 16			1,474 16	38
2,030 16	150 30	725 00		87 15			2,992 61	39
1,059 00	1,047 87	34 05		218 37			5,536 34	40
5,311 98	336 28	88 18		19,361 43			56,566 16	41
5,995 21	1,361 18	20 00		1,504 37		10 26	12,195 56	42
								43
	104 45	17 50		1,206 42			6,167 42	44
15,676 96	203 19	1,023 19		3,511 03			20,414 37	45
7,189 70	675 11	611 72		6,872 22	845 76		20,591 95	46
5,593 25	76 95			115 61			8,100 61	47
6,000 00	1,320 00	1,000 00		3,886 97			17,006 97	48
2,207 94				2,075 71			6,099 65	49
				6,870 13			6,870 13	50

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TABLE 4.—Summary of Operating Expenses
TABLEAU 4.—Sommaire des frais d'exploitation

No N°	Name of Railway. Nom du chemin de fer.	Conducting Transportation— <i>Con.</i> Service de transport— <i>Fin.</i>			Salaries and Expenses of General Officers Appointements et dépenses des fonctionnaires généraux.
		Other Trans- portation Expenses.	Total Operation of Cars.	Total Trans- portation Expenses.	
		Autres frais de transport.	Total service des voitures.	Total frais de transport.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
51	Schomberg & Aurora	48 78	5,203 46	8,180 57	
52	Shawinigan Falls	1,999 84	24,011 46	27,567 41	4,344 13
53	Sherbrooke		21,483 22	29,897 52	1,519 21
54	St. Thomas		13,829 60	18,073 47	1,080 00
55	Suburban Rapid Transit Co.	5 00	58,730 02	95,205 39	575 10
56	Sudbury, Copper Cliff Suburban		13,873 32	18,189 57	
57	Three Rivers Traction Co.	1,215 59	16,994 71	27,102 73	2,781 42
58	Toronto	7,540 70	1,971,453 82	2,976,368 34	56,018 46
59	Toronto Civic	166 39	141,317 48	213,136 66	1,376 47
60	Toronto Suburban	2,926 42	64,036 78	107,672 26	6,923 61
61	Toronto & York Radial	2,534 69	173,465 13	290,426 96	8,529 30
62	Windsor Essex & Lake Shore		31,952 52	57,737 75	3,452 75
63	Winnipeg	395 41	953,772 39	1,097,169 96	30,611 97
64	Winnipeg, Selkirk & Lake Winnipeg	338 57	31,681 12	63,548 90	4,935 00
65	Yarmouth		4,564 16	8,998 84	664 93
	Total	65,796 19	7,810,063 13	11,381,487 37	307,430 78

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for the year ending June 30, 1918—*Continued.*pour l'exercice terminé le 30 juin 1918—*Suite.*

General and Miscellaneous Expenses.								No. — N ^o .
Dépenses, en général et diverses.								
Salaries and Expenses of General Office Clerks. — Appointe- ments et dépenses des commis et aides.	General Office Supplies and Expenses. — Fournitures de bureau et dépenses en général.	Law Expenses. — Frais judiciaires.	Relief Depart- ment Expenses. — Dépenses de la division de secours.	Miscel- laneous General Expenses. — Diverses dépenses en général.	Other Opera- tions Dr. — Autres services. Dr.	Other Opera- tions Cr. — Autres services. Av.	Total General and Miscel- laneous. — Total en général et divers.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
200 00	20 25	5 00		47 93			273 18	
		82 60		1,228 86			5,655 59	
1,407 50	263 72	50 00		9,821 68			13,062 11	
240 00	48 80			222 41			1,591 21	
71 50	1 00	775 00		331 16			1,753 76	
150 00	479 71						629 71	
2,441 70	1,324 00	449 00		1,836 05			8,832 17	
81,242 63		18,056 77		69,889 60	919 39		226,126 85	
10,350 17	30 70			62 91			11,820 25	
3,308 78	492 70	237 31		687 25			11,649 65	
9,123 84	1,623 30	485 25		10,244 01	3,774 50		33,780 20	
3,015 00	467 82			1,200 00			8,135 57	
25,898 75	22,051 60	8,270 78		28,528 20			115,361 30	
480 90				596 65			6,012 55	
565 15	334 20	36 30		1,400 47			3,001 05	
439,942 40	72,852 51	56,501 42	3 82	271,371 45	43,820 32	105 59	1,191,817 11	

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for the year ending June 30, 1918—*Continued.*pour l'exercice terminé le 30 juin 1918—*Suite.*

Undistributed Accounts.						No. — N°
Comptes non répartis.						
Store Expenses. Dépenses de magasins.	Stable Expenses. Dépenses d'étable.	Rent of Tracks and Terminals. Loyer de voies et gares terminales.	Rent of Equipment. Loyer de matériel.	Total Undistributed Accounts. Total, comptes non répartis.	Grand Total Operating Expenses. Grand total, frais d'exploitation.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
	580 16			2,994 86	37,529 40	1
				318 17	7,909 04	2
		1,800 00	14,598 66	21,354 61	165,341 28	3
						4
		8,584 55	1,305 41	14,749 85	119,071 99	5
551 90				3,352 91	81,361 85	6
6,036 69	2,479 73	14,478 40	22,544 14	118,751 11	2,708,513 96	7
				655 54	33,021 18	8
1,729 57		1,697 15		18,375 76	424,558 44	9
		178 71		275 45	942 86	10
1,192 88	0 55			13,421 58	203,460 06	11
		97 95	9,904 69	15,757 25	97,590 98	12
				978 79	38,184 34	13
1,425 39		290 96		8,419 94	360,370 89	14
					107,485 79	15
281 04				2,073 12	41,280 67	16
1,124 43	2,405 74			21,230 01	275,423 68	17
	44 00	5,614 27	5,916 33	13,419 84	57,891 97	18
		8,816 32	9,328 82	23,237 53	135,048 41	19
		10,716 75	5,020 26	52,817 97	549,204 87	20
		9,197 75	20,851 66	34,410 05	169,250 61	21
				7,325 75	147,802 73	22
229 14				3,518 97	87,402 84	23
				1,633 03	42,517 17	24
		600 00	1,963 86	6,653 52	154,974 86	25
29 45				1,152 24	47,246 88	26
	740 61	420 00	644 16	7,879 02	113,306 24	27
1,679 17	301 96	595 00		23,340 17	345,161 20	28
						29
1,466 88			19,456 08	44,927 82	255,670 01	30
		2 00		152 00	22,117 52	31
						32
2,319 23		69,297 90	2,244 90	85,388 74	316,580 12	33
	277 02			3,955 85	85,685 59	34
383 62				678 77	13,626 79	35
249 69	252 14	10,000 00		13,016 72	90,377 06	36
1,491 90		1,704 50		34,865 01	569,960 68	37
18 50		220 00		1,260 75	12,716 66	38
		600 00	3,830 40	5,739 24	83,552 73	39
	799 44		16,042 11	20,330 43	99,316 88	40
1,790 00	1,478 69			34,108 49	760,955 61	41
543 78				5,659 95	62,074 12	42
						43
741 75				2,216 90	108,234 11	44
2,494 37	1,450 08			13,412 65	363,727 00	45
				5,552 01	183,643 79	46
1,530 80	731 57			6,398 16	207,630 47	47
				10,795 34	222,774 13	48
	1,847 25			3,373 07	59,311 85	49
61 25				9,284 62	156,813 64	50
		516 00		704 11	18,675 95	51
				1,052 31	50,233 26	52
				3,049 40	61,007 33	53
		1 00		1,041 59	20,706 27	54
	18 69	45 84	1,800 00	3,616 87	110,206 58	55
		495 00		2,756 46	32,046 05	56

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TABLE 4.—Summary of Operating Expenses
TABLEAU 4.—Sommaire des frais d'exploitation

No. N ^o	Name of Railway. — Nom du chemin de fer.	Undistributed Accounts, — Comptes non répartis.		
		Injuries and Damages. — Blessures et dommages.	Insurance. — Assurance.	Stationery and Printing. — Papeterie et impressions.
		\$ cts.	\$ cts.	\$ cts.
57	Three Rivers Traction Co.	3 00	2,661 12	348 05
58	Toronto	47,930 76	66,315 07	5,960 44
59	Toronto Civic	4,169 32	2,580 96	3,831 08
60	Toronto Suburban	190 25	12,149 26	745 80
61	Toronto & York Radial	3,000 00	5,792 65	1,432 94
62	Windsor, Essex & Lake Shore		9,225 10	791 50
63	Winnipeg	21,595 97	21,330 98	3,959 04
64	Winnipeg, Selkirk & Lake Winnipeg		2,229 81	156 09
65	Yarmouth		158 56	206 34
	Totals . . .	301,979 18	263,399 45	60,587 15

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for the year ending June 30, 1918—*Concluded.*pour l'exercice terminé le 30 juin 1918—*Fin.*

Undistributed Accounts— <i>Concluded.</i>						
Comptes non répartis— <i>Fin.</i>						
Store Expenses.	Stable Expenses.	Rent of Tracks and Terminals.	Rent of Equipment.	Total Undistributed Accounts.	Grand Total Operating Expenses.	No. — N°
Dépenses de magasins.	Dépenses d'étable.	Loyer de voies et gares terminales.	Loyer de matériel.	Total, comptes non répartis.	Grand total, frais d'exploitation.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
12 61	581 11	37 50		3,643 39	60,466 13	57
14,064 99	7,852 82			142,124 08	4,124,059 88	58
3,359 07	1,300 75			15,241 18	270,005 73	59
1,072 33	416 50			14,574 14	224,212 87	60
2,970 75	3,559 32			16,755 66	529,141 70	61
486 43				10,503 03	121,237 20	62
3,422 88	7,859 83	1,000 06		59,168 76	1,569,537 58	63
		501 00		2,886 90	101,076 04	64
	168 31			533 21	16,709 17	65
52,763 49	35,146 27	147,538 62	135,451 49	996,865 65	17,535,974 63	

9 GEORGE V, A. 1919

TABLE 5.—Income Account for the
TABLEAU 5.—Compte du revenu pour

No. N ^o	Name of Railway Nom du chemin de fer.	Income. Revenu.			
		Net Earnings from Operation.	Net Loss from Operation.	Miscellaneous Income.	Total Income from Operation.
		Recettes nettes des frais d'exploitation.	Pertes nettes des frais d'exploitation.	Revenus divers.	Revenu total des frais d'exploitation.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Berlin & Waterloo (now Kitchener & Waterloo)..	20,396 92	.....	163 66	20,560 58
2	Berlin & Northern ..	250 89	.....	.....	250 89
3	Berlin, Waterloo, Wellesley and Lake Huron ..	55 998 33	.....	1,960 91	57,959 24
4	Brandon Municipal ..	.....	.....	.....	88 161 03
5	Brantford and Hamilton ..	88 161 03	.....	.....	29 939 31
6	Brantford Municipal ..	29 939 31	.....	.....	1,639,137 14
7	British Columbia ..	510 183 66	.....	1,148,953 48	8,905 39
8	Calais Street ..	8,905 39	.....	.....	204,013 98
9	Calgary ..	187,471 03	.....	16,512 95	—847 15
10	Canadian Resources Development ..	.....	847 15	.....	199,878 24
11	Cape Breton ..	83,442 38	.....	116,435 86	32,991 27
12	Chatham, Wallaceburg and Lake Erie ..	32,991 27	.....	.....	—2,895 08
13	Cornwall ..	.....	2,920 98	25 90	138,652 83
14	Edmonton Radial ..	138,652 83	.....	.....	40,502 38
15	Fort William ..	40,502 38	.....	.....	11,434 54
16	Guelph Radial ..	8,869 11	.....	2,565 43	.....
17	Halifax Tramway, now Nova Scotia Tramways and Power Co., ..	146,268 96	.....	202,378 26	348,647 22
18	Hamilton and Dundas ..	25,854 47	.....	.....	25,854 47
19	Hamilton Grimsby and Beamsville ..	16,974 58	.....	.....	16,974 58
20	Hamilton Street ..	238,224 71	.....	.....	238,224 71
21	Hamilton Radial ..	4,239 34	.....	.....	4 239 34
22	Hull ..	59 441 92	.....	32 990 79	92 432 71
23	International Transit Co. ..	53 368 56	.....	1,711 53	55,080 09
24	Kingston, Portsmouth & Cataraqui ..	7,292 07	.....	503 57	7,795 64
25	Lake Erie & Northern ..	56,262 72	.....	.....	56,262 72
26	Lethbridge Municipal ..	6,897 93	.....	.....	6,897 93
27	Levis County ..	.....	16,573 49	.....	—16,573 49
28	London Street ..	97,552 19	.....	.....	97,552 19
29	London & Lake Erie ..	.....	.....	.....	113,244 04
30	London & Port Stanley ..	113,244 04	.....	.....	—6,901 55
31	Moncton Tramways ..	.....	6,901 55	.....	.....
32	Montreal Tramways ..	.....	.....	.....	—13,188 84
33	Montreal & Southern Counties ..	.....	13,363 82	171 98	21,496 54
34	Moosjawa ..	21,496 54	.....	.....	21,496 54
35	Nelson ..	969 31	.....	.....	969 31
36	Niagara Falls Park & River ..	23,137 39	.....	7,504 00	30,641 39
37	Niagara, St. Catharines & Toronto ..	196,461 86	.....	.....	196,461 86
38	Niagara, Welland & Lake Erie ..	18,890 16	.....	170 16	19,360 32
39	Nipissing Central ..	13,873 52	.....	212 71	14,086 23
40	Oshawa ..	73,674 07	.....	1,912 78	75,586 85
41	Ottawa ..	533,231 55	.....	.....	533,231 55
42	Peterborough Radial ..	12,790 16	.....	.....	12,790 16
43	Pictou County ..	.....	.....	.....	36,512 88
44	Port Arthur ..	36,512 88	.....	.....	.....
45	Quebec Railway, Light & Power Co., City of ..	181,819 72	.....	.....	181,819 72
46	Quebec Railway, Light & Power Co., Montmorency ..	25,270 74	.....	.....	25,270 74
47	Regina Municipal ..	36,382 70	.....	.....	36,382 70
48	Sandwich, Windsor and Amherstburg ..	108,644 97	31,564 03	140,209 00
49	Sarnia ..	9,642 84	9,642 84

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year ending June 30, 1918.

l'exercice terminé le 30 juin 1918.

Deductions from Income. — Déductions du revenu.					Net.		No. — N°
Taxes. — Taxes.	Interest on Funded Debt. — Intérêt sur dette consolidée.	Interest on Floating Debt. — Intérêt sur dette flottante.	All other Deductions. — Toutes autres déductions.	Total. —	Income. — Revenu.	Loss. — Perte.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
	7,585 32			7,585 32	12,975 26		1
244 25	130 00	2,746 95		3,121 20		2,870 13	2
14,315 79	17,040 00	307 65		31,663 44	26,295 80		3
5,932 39	39,600 00	49,233 92		94,766 31		6,605 28	4
1,653 43				1,653 43	28,285 88		5
187,753 87	642,888 20		110,445 92	941,087 99	718,049 15		6
1,072 00	5,000 00			6,072 00	2,833 39		7
2,200 96	110,182 85			112,383 81	91,630 17		8
						847 15	9
17,246 07	54,800 00	6 82	48,650 00	120,702 89	79,175 35		10
2,636 84	34,725 00	2,363 68	10 95	39,736 47		6,742 20	11
962 70		255 78		1,218 48		4,113 56	12
	139,206 24	97,660 11		236,966 35		98,213 52	13
	53,190 00	33,015 98		86,205 98		45,703 60	14
					11,434 54		15
70,012 01	105,625 00	4,455 62	8,187 24	188,280 24	160,366 98		16
1,240 94	5,000 00			6,240 94	19,613 53		17
4,856 77	7,500 00	2,930 23		15,287 00	1,687 58		18
82,154 60	18,425 80	4,442 03		105,022 43	133,202 28		19
5,247 90	8,000 00	43,360 62		56,608 52		52,369 18	20
1,827 36		80,472 15	4,989 89	87,289 40	5,143 31		21
1,777 95	8,000 00			9,777 95	45,302 14		22
1,006 24	3,970 00			4,976 24	2,819 40		23
7,012 98	108,600 00			115,612 98		59,350 26	24
5,380 99	21,530 69			26,911 68		20,013 75	25
700 35	7,555 00	8,528 01		16,783 36		33,356 85	26
7,661 84	28,157 27	2,043 77	56 00	37,918 88	59,633 31		27
							28
2,251 38	53,732 56		20,000 00	75,983 94	37,260 10		29
						6,901 55	30
4,500 00		68,489 52		72,989 52		86,178 36	31
17 75	1,750 00	2,305 15		4,072 90	17,423 64		32
	3,807 50			3,807 50		2,838 19	33
6,970 39	30,000 00			36,970 39		6,329 00	34
13,550 59	54,900 00	19,613 95		88,094 54	108,367 32		35
1,164 29	2,433 33			3,597 62	15,762 70		36
1,126 37			9,161 28	10,287 65	3,798 58		37
5,992 23	738 09			6,730 32	68,856 53		38
81,935 04	16,460 00	25,596 65		123,991 69	409,239 86		39
145 27	11,993 54			12,138 81	651 35		40
							41
	69,077 77		1,748 10	70,825 87		34,312 99	42
2,289 42				2,289 42	179,530 30		43
							44
	78,010 56		18,711 86	96,722 42	25,270 74		45
24,000 00	33,975 00			57,975 00	82,234 00	60,339 72	46
922 88	4,529 52			5,452 40	4,190 44		47
							48
							49

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TABLE 5.—Income Account for the
TABLEAU 5.—Compte du revenu pour

No N°	Name of Railway. — Nom du chemin de fer.	Income. — Revenu.			
		Net Earnings from Operation. — Recettes nettes des frais d'exploitation.	Net Loss from Operation. — Pertes nettes des frais d'exploitation.	Miscellaneous Income. — Revenus divers.	Total Income from Operation. — Revenu total des frais d'exploitation.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
50	Saskatoon	51,255 07			51,255 07
51	Schomberg and Aurora		783 83		—783 83
52	Shawinigan Falls	11,131 89			11,131 89
53	Sherbrooke	4,273 43		67,928 94	72,202 37
54	St. Thomas		208 84		—208 84
55	Suburban Rapid Transit Co.	232 68		32,918 65	33,151 33
56	Sudbury-Copper Cliff Suburban	9,477 89		26 30	9,504 19
57	Three Rivers Traction Co.	25,538 58			25,538 58
58	Toronto	2,387,244 03		86,885 00	2,474,129 03
59	Toronto Civic	36,915 64			36,915 64
60	Toronto Suburban	53,200 03		856 68	54,056 71
61	Toronto and York Radial	181,111 57			181,111 57
62	Windsor, Essex and Lake Shore	37,406 55			37,406 55
63	Winnipeg	610,761 13		530,235 18	1,140,996 31
64	Winnipeg, Selkirk and Lake Winnipeg	44,090 65		26,176 65	70,267 30
65	Yarmouth	28,688 15		78 20	28,766 35
	Totals	6,805,514 72	41,599 66	2,311,176 60	9,075,091 66

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year ending June 30, 1918—*Continued.*l'exercice terminé le 30 juin 1918—*Suite.*

Deductions from Income. — Déductions du revenu.					Net.		No. N°
Taxes.	Interest on Funded Debt. — Intérêt sur dette. consolidée.	Interest on Floating Debt. — Intérêt sur dette flottante.	All other Deductions. — Toutes autres déductions.	Total.	Income. — Revenu.	Loss — Perte.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
	37,667 40	1,983 00		39,650 40	11,604 67		50
144 23		29,250 00		29,394 23		30,178 06	51
	7,500 00	4,645 12		12,145 12		1,013 23	52
535 00	57,781 72	9,133 04	1,073 35	68,523 11	3,679 26		53
						208 84	54
6,614 98	25,000 00	6,768 50	532 93	38,916 41		5,765 08	55
	5,486 10			5,486 10	4,018 09		56
232 72	21,260 04	846 13		22,338 89	3,199 69		57
1,355,396 17	221,697 49			1,577,093 66	897,035 37		58
	87,416 85		474 56	87,891 41		50,975 77	59
5,726 77	118,260 00		13,473 00	137,459 77		83,403 06	60
7,679 87	82,000 00	57,755 88		147,435 75	33,675 82		61
2,332 00	37,500 00	19,551 71		59,383 71		21,977 16	62
172,197 60	250,000 00	395,646 20	23,011 65	840,855 45	300,140 86		63
2,771 78	32,660 00	5,408 53	3,055 08	43,895 39	26,371 91		64
1,223 88	12,500 00	27 93	149 72	13,901 53	14,864 82		65
2,122,618 84	2,784,848 84	978,874 63	263,731 90	6,150,074 21	3,645,624 12	720,606 67	

9 GEORGE V, A. 1919

TABLE 5.—Income Account for the year ending June 30, 1918—*Continued.*
 TABLEAU 5.—Compte du revenu pour l'exercice terminé le 30 juin 1918—*Suite.*

Name of Railway. — Nom du chemin de fer.	Deductions from Net Income — Déductions du revenu net.				
	Reserves and Special Charges. — Réserves et obligations spéciales.	Divi- dends. — Divi- dends.	Total Deductions — Déductions totales.	Surplus for Year. — Surplus pour l'année.	Deficit for Year. — Déficit pour l'année.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Berlin and Waterloo, now Kitchener and Waterloo ..				12,975 26	2,870 31
Berlin and Northern					
Berlin, Waterloo, Wellesley and Lake Huron ..		12,500 00	12,500 00	13,795 80	
Brandon Municipal..					6,605 28
Brantford and Hamilton				28,285 88	
Brantford Municipal..					444,470 88
British Columbia	813,320 03	319,200 00	1,162,520 03		
Calais Street..	2,000 00		2,000 00	833 39	
Calgary..	79,429 49		79,429 49	12,200 68	
Canadian Resources Development..					847 15
Cape Breton	12,682 44	47,790 00	60,472 44	18,702 91	
Chatham, Wallaceburg and Lake Erie					6,742 20
Cornwall..					4,113 56
Edmonton Radial..	39,485 90		39,485 90		137,639 42
Fort William..					45,703 60
Guelph Radial..	8,000 00	6,119 89	14,119 89		2,685 35
Halifax Tramway (now Nova Scotia Tramways & Power Co)	24,375 00	124,306 64	148,681 64	11,685 34	
Hamilton and Dundas		4,000 00	4,000 00	15,613 53	
Hamilton, Grimsby and Beamsville..				1,687 58	
Hamilton Street		96,400 00	96,400 00	36,802 28	
Hamilton Radial					52,369 18
Hull..	39,552 06		39,552 06		34,408 75
International Transit Co				45,302 44	
Kingston, Portsmouth and Cataraqui..				2,819 40	
Lake Erie and Northern					59,350 26
Lethbridge Municipal	9,957 00		9,957 00		29,970 75
Levis County..					33,356 85
London Street	35,000 00	17,180 40	52,180 40	7,452 91	
London and Lake Erie					
London and Port Stanley..	14,766 29		14,766 29	22,493 81	
Moncton Tramways..					6,901 55
Montreal Tramways					
Montreal and Southern Counties.					86,178 36
Moosejaw	11,500 00		11,500 00	5,923 61	
Nelson ..					2,838 19
Niagara Falls Park and River..					6,329 00
Niagara, St. Catharines and Toronto.				108,367 32	
Niagara, Welland and Lake Erie	3,000 00	2,500 00	5,500 00	10,262 70	
Nipissing Central				3,798 58	
Oshawa	15,924 00		15,924 00	52,932 53	
Ottawa	110,000 00	281,580 00	391,580 00	17,659 86	
Peterborough Radial..				651 35	
Pictou County					
Port Arthur					34,312 99
Quebec Railway, Light and Power Co. (City)				179,530 30	
Quebec Railway, Light and Power Co. (Montmorency)				25,270 74	
Regina Municipal					60,339 72
Sandwich, Windsor and Amherstburg				82,234 00	

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TABLE 5.—Income Account for the year ending June 30, 1918—*Concluded.*TABLEAU 5.—Compte du revenu pour l'exercice terminé le 30 juin 1918—*Fin.*

Name of Railway. — Nom du chemin de fer.	Deductions from Net Income. — Déductions du revenu net.				
	Revenues and Special Charges. — Réserves et obligations spéciales.	Divi- dends. — Divi- dendes.	Total * Deductions — Déductions totales.	Surplus for Year. — Surplus pour l'année.	Deficit for Year. — Déficit pour l'année.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Sarnia.....		5,400 00	5,400 00		1,209 56
Saskatoon.....	16,351 13		16,351 13		4,746 46
Schomberg and Aurora.....					30,178 06
Shawinigan Falls.....					1,013 23
Sherbrooke.....				3,679 26	
St. Thomas.....					208 84
Suburban Rapid Transit Co.....					5,765 08
Sudbury-Copper Cliff Suburban.....		4,382 00	4,382 00		363 91
Three Rivers Traction Co.....				3,199 69	
Toronto.....		720,000 00	720,000 00	177,035 37	
Toronto Civic.....	69,237 03		69,237 03		120,212 80
Toronto Suburban.....					83,403 06
Toronto and York Radial.....				33,675 82	
Windsor, Essex and Lake Shore.....					21,977 16
Winnipeg.....	152,555 48		152,555 48	147,585 38	
Winnipeg, Selkirk and Lake Winnipeg.....	9,203 50		9,203 50	17,168 41	
Yarmouth.....				14,864 82	
Totals.....	1,466,339 35	1,671,358 93	3,137,698 28	1,114,490 68	1,327,171 51



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THIRTEENTH REPORT
OF THE
BOARD OF
RAILWAY COMMISSIONERS
FOR CANADA

FOR THE YEAR ENDING MARCH 31

1918

PRINTED BY ORDER OF PARLIAMENT



OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1919

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Sir H. L. DRAYTON, K.C., *Chief Commissioner.*

D'ARCY SCOTT, *Assistant Chief Commissioner.*

Hon. W. B. NANTEL, K.C., LL.D., *Deputy Chief Commissioner.*

S. J. MCLEAN, M.A., LL.B., Ph.D., *Commissioner.*

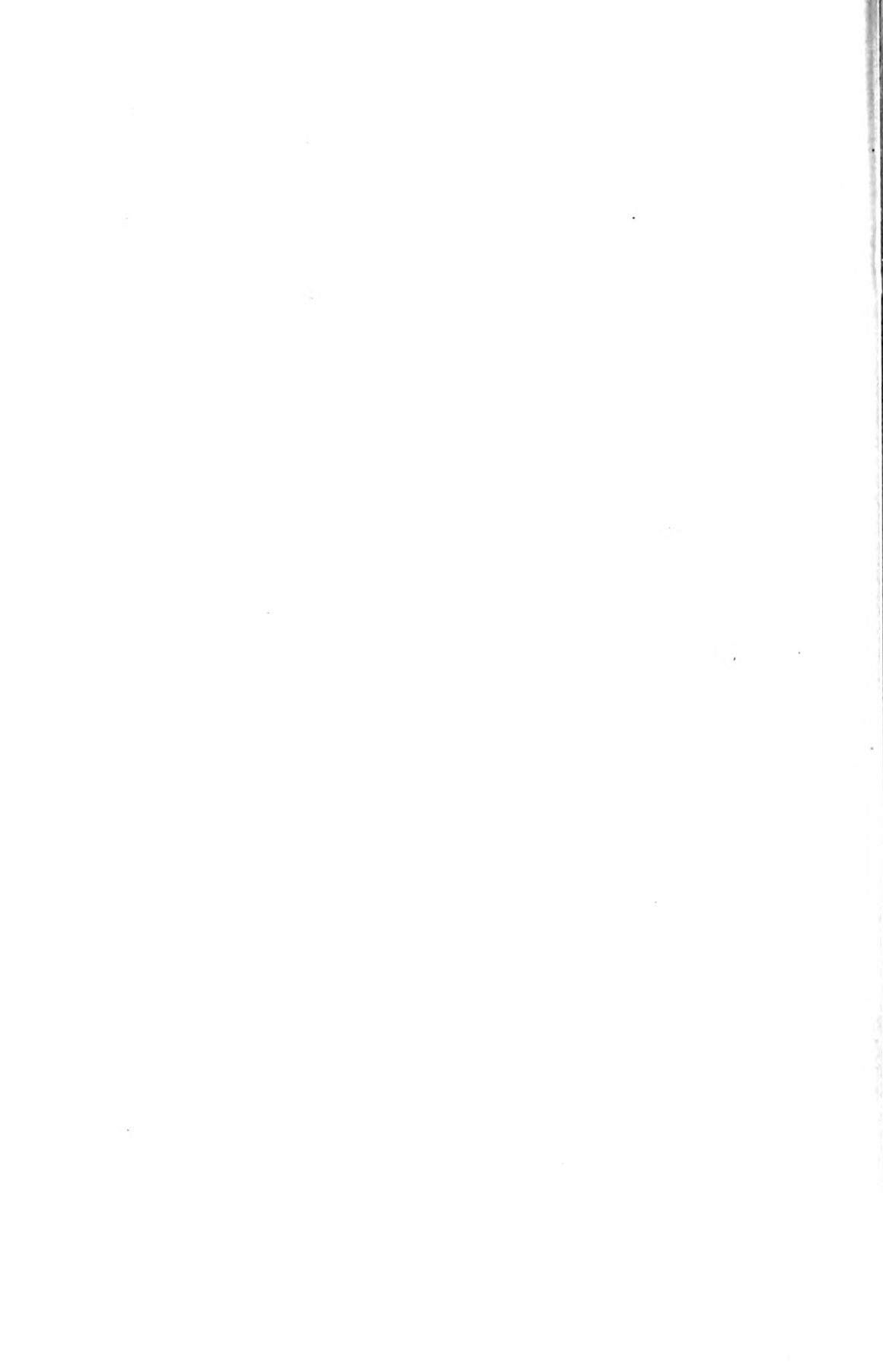
A. S. GOODEVE, *Commissioner.*

A. C. BOYCE, K.C., *Commissioner.*

A. D. CARTWRIGHT,
Secretary.

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REPORT

OF THE

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

To the Governor in Council:

Pursuant to the provisions of section 62 of the Railway Act, as amended by section 12 of chapter 32, 8-9 Edward VII, the Board of Railway Commissioners for Canada has the honour to submit its Thirteenth Report for the year ending March 31, 1918.

Since the submission of the Board's last report the Railway Act has been amended under and by virtue of chapter 37, 7-8 George V, entitled "An Act concerning the payment of salaries or wages of employees of railway companies, and to otherwise amend the Railway Act," assented to the 20th September, 1917. The following is the amendment referred to:—

His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Section two hundred and fifty-nine of The Railway Act is amended by adding thereto the following subsection:—

"(3) The salary or wages of every person employed in the operation, maintenance or equipment of any railway company, to which the Parliament of Canada has granted aid by means of subsidy or guarantee, shall be paid not less frequently than semi-monthly during the term of employment of such person."

2. Paragraph (c) of clause thirty-four of section two of the said Act is amended by adding at the end thereof the following:—

"including any such compensation payable under the provisions of any Act of the Parliament of Canada, or of any provincial Legislature providing for compensation to workmen for injuries, or in respect of an industrial disease."

3. Section fifty of the said Act is amended by adding the following at the end thereof:—

"but where such regulation, order or decision requires any act, matter or thing to be done for the safety of the public or the employees of the railway, no extension shall be granted without hearing on notice."

4. Subsection one of section two hundred and forty-six of the said Act is amended by inserting immediately after the word "maintained" in the third line thereof, the words "along or."

5. Section two hundred and sixty-nine of the said Act is amended by adding thereto the following paragraphs:—

"(d) with respect to the length of sections required to be kept in repair by employees of the company, and with respect to the number of employees required for each section, so as to ensure safety to the public and to employees;

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"(e) limiting or regulating the hours of duty of any employees or class or classes of employees, with a view to the safety of the public and of employees; and,

"(f) providing that a specified kind of fuel or a specified kind of power or method or means of propulsion shall be used on any or all locomotives and trains in any district."

6. Subsection two of section two hundred and seventy-four of the said Act is repealed and the following is substituted therefor:—

"(2) Where a municipal by-law of a city or town prohibits such sounding of the whistle or such ringing of the bell in respect of any such crossing or crossings within the limits of such city or town, such by-law shall, if approved by an order of the Board to the extent of such prohibition, relieve the company and its employees from the duty imposed by this section."

7. Subsection one of section two hundred and seventy-six of the said Act is repealed and the following is substituted therefor:—

"276. Whenever in any city, town or village, any train not headed by an engine is passing over or along a highway at rail level which is not adequately protected by gates or otherwise, the company shall station on that part of the train, which is then foremost, a person who shall warn persons standing on, or crossing, or about to cross the track of such railway."

8. Subsection one of section two hundred and ninety-two of the said Act is amended by adding at the end thereof:—

"Any conductors or other employees making a report to the company of the occurrence of any such accident shall as soon as possible after such accident notify the Board of the same by telegraph."

9. Section three hundred of the said Act is repealed and the following is substituted therefor:—

"300. (1) A superior or county court judge, two justices of the peace, or a stipendiary or police magistrate, in any part of Canada, a clerk of the peace, clerk of the Crown or judge of the sessions of the peace in the province of Quebec, within whose jurisdiction the railway runs, may, on the application of the company or any clerk or agent of the company, appoint any persons who are British subjects to act as constables on and along such railway.

"(2) Every person so appointed shall take an oath or make a solemn declaration, which may be administered by any judge or other official authorized to make the appointment or to administer oaths, in the form or to the effect following, that is to say:—

"I, A. B., having been appointed a constable to act upon and along (here name the railway), under the provisions of the Railway Act, do swear that I am a British subject; that I will well and truly serve our Sovereign Lord the King in the said office of constable, without favour or affection, malice or ill-will; that I will, to the best of my power, cause the peace to be kept, and prevent all offences against the peace; and that, while I continue to hold the said office, I will, to the best of my skill and knowledge, discharge the duties thereof faithfully according to law. So help me God."

"(3) Such appointment shall be made in writing signed by the official making the appointment, and the fact that the person appointed thereby has taken such oath or declaration shall be endorsed on such written appointment by the person administering such oath or declaration."

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10. Subsection one of section three hundred and six of the said Act is amended by striking out the word "one," in the third and fifth lines thereof, and substituting therefor the word "two."

11. Section three hundred and eight of the said Act is repealed and the following is substituted therefor:—

"308. The company may, for the better enforcement of the observance of any such by-law, rule or regulation, prescribe a penalty not exceeding forty dollars for any violation thereof, and such penalty shall be enforceable on summary conviction."

12. Subsection three of section three hundred and ten of the said Act is repealed and the following is substituted therefor:—

"(3) No such by-law, rule or regulation shall have any force or effect without such sanction or after such sanction has been rescinded."

13. Paragraph (d) of section three hundred and ninety-three is repealed and the following is substituted therefor:—

"(d) Whenever in any city, town or village, any train of the company not headed by an engine is allowed to pass over or along a highway at rail level which is not adequately protected by gates or otherwise, the company does not station on that part of the train, which is then foremost, a person who shall warn persons standing on or crossing or about to cross the track of such railway."

14. Section three hundred and ninety-four of the said Act is amended by adding thereto the following subsection:—

"(2) No employee shall be liable to such penalty if he proves that the carrying out or observing of the rules of the company was the cause of such obstruction, and in such case the company and its superintendent or other officer in charge of the operation of the railway, or of the division thereof upon which such obstruction occurs, shall each be guilty of the offence mentioned in this section and liable to a penalty not exceeding two hundred dollars."

15. This Act shall come into force on the first day of January, one thousand nine hundred and eighteen.

PUBLIC SITTINGS OF THE BOARD.

During the year covered by the period from April 1, 1917, to March 31, 1918, the Board held 59 public sittings, at which 391 applications were heard. The number of public sittings held in the various provinces were as follows:—

Province.	Number.
Ontario.....	41
Quebec.....	4
Manitoba.....	2
Saskatchewan.....	4
Alberta.....	5
British Columbia.....	3
Total.....	59

The applications include a variety of matters falling within the jurisdiction of the Board under the Railway Act, from the complaint of a private individual to larger matters of general public interest affecting the community as a whole.

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FORMAL AND INFORMAL MATTERS.

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitutes a considerable percentage of the total applications and complaints dealt with by it, that is to say, of a total of 3,611 applications and complaints received and dealt with by the Board, 20 per cent were set down for formal hearing, and 80 per cent were disposed of without the necessity of such formal hearing. Those informal complaints, dealt with and settled without the necessity of a hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board's officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle regarding railway rates.

RAILWAY GRADE CROSSING FUND.

In accordance with the provision of section 7, of S-9 Edward VII, chapter 32, entitled an Act to amend the Railway Act, provision was made that the sum of \$200,000 each year, for five consecutive years from the 1st day of April, 1909, was appropriated and set apart from the Consolidated Revenue Fund for the purpose of aiding in the providing by actual construction work of protective safety, and conveniences for the public in respect of highway crossings of the railway at rail level, in existence on the said 1st day of April, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund," to be applied by the Board, subject to certain limitation set out in the amending Act, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified.

In dealing with such crossing, the Board issued, between the 1st day of April, 1909, and the 31st March, 1918, 397 orders, providing protection at 444 crossings as follows:—

By electric bells.....	241
By gates.....	108
By subways.....	50
By overhead bridges.....	20
By diversion of highways.....	20
By closing of streets.....	3
By removal of view obstructions.....	3
By shelter.....	1
By towers.....	2

It will be seen by comparing the total number of crossings protected with the Twelfth Annual Report of the Board that the increase for the year ending March 31, 1918, in number of crossings protected, numbers 36 made up as follows:—

By electric bells.....	15
By gates.....	17
By subway.....	1
By diversion of highways.....	2
By removal of view obstruction.....	1
By shelter.....	1
By towers.....	2

NOTE:—Thirty-six crossings and thirty-nine protections consequent on account of two bells being ordered at one crossing, and extra tower at two crossings.

In connection with the granting of aid to protective works under this fund, attention is again directed to the fact that the Board has found that the limitation imposed by the Act has prevented contributions being made in as large a degree as would seem

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to be proper in the public interest in connection with the larger schemes for elimination of grade crossings. Such works in the larger cities will run into amounts exceeding \$100,000, and occasionally as high as several million dollars, so that the limitation of \$5,000 (not to be applied to more than three crossings in any one municipality, or more than once to any one crossing) fixed by the Act, would be a mere fraction of the total amount involved.

GENERAL DECISIONS AND RULINGS OF THE BOARD.

Submitted herewith are some of the more important matters dealt with by the Board at its public sittings for the year ending March 31, 1917. A synopsis of the Board's judgments will be found under Appendix "A" to this report.

GENERAL ORDERS ISSUED BY THE BOARD.

The following is a brief summary of some of the matters dealt with under the Board's General Orders:—

Direction that the minimum weights proposed in certain tariffs of the Canadian Pacific and Grand Trunk Railway Companies fixing a minimum weight of 50,000 pounds per car for flour when loaded in cars of the capacity of 60,000 pounds or 70,000 pounds be disallowed, the railway companies being permitted to increase the minimum weight for flour to 45,000 pounds per car when loaded in cars of said capacity, not to be made effective before April 30, 1917. It was further provided that should the railway company, for its own convenience, furnish a larger capacity car in lieu of a car of 60,000 pounds or 70,000 pounds capacity required by the shipper, the minimum weight should be that for the car so required, provided the weight actually loaded did not exceed the maximum load for the type of car so required.

Direction that certain through "rail and water" class-rates between Eastern and Western Canada be suspended and that certain through "rail and water" class-rates applying between Eastern and Western Canada immediately in effect prior to the close of navigation, 1916, be restored until further order of the Board.

Direction that certain regulations for the Uniform Maintenance of Way Flagging Rules for Impassable Track, to become effective June 1, 1917, be prescribed for the observance of every railway company within the legislative authority of the Parliament of Canada, and rescinding the Board's General Order No. 161, dated February 23, 1916.

Direction amending rule No. 3 of the Canadian Freight Classification No. 16, by providing that each car, except the car carrying the excess, must be loaded to its visible or marked capacity, and fixing the classification minimum at not less than 24,000 pounds per car.

Direction that Canadian Freight Classification No. 16 be amended to provide a carload rating of third class, with a minimum of 16,000 pounds, on ice-cream cones.

Direction amending rule 23 of the Regulations Governing Baggage Car Traffic in Canada, by providing that immigrant baggage will be stored free of charge for any portion of a period of, but not exceeding, five days after arrival at ports of Montreal, Toronto and Winnipeg.

Direction that certain tariffs showing charges for ice supplied to refrigerator cars, which were suspended by the Board's General Orders Nos. 164 and 165, be disallowed.

Authorization of supplement No. 9 to Canadian Freight Classification No. 16, subject to certain provisions affecting proposed carload ratings and minimum weights for games or toys, other than those of iron or steel, and that popped-corn or puffed-rice confectionery be added to the grocery list of the classification.

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Authorization to amend the Express Classification for Canada, so as to increase the weight upon which the express charges for the carriage of horses are based from 10,000 pounds to 12,000 pounds per carload.

Direction that the Grand Trunk, Canadian Pacific and Michigan Central Railway Companies' tariffs be amended by striking out certain clauses relating to cartage charges, and providing that cartage charges will be collected on the basis of actual weight, subject to the minimum provided by the Canadian Freight Classification.

Provision that in municipalities where barbed wire is prohibited all railway companies subject to the Board's jurisdiction be forbidden to use barbed wire in the future construction or reconstruction of fences along their respective lines of railway, subject to exceptions.

Direction that the Board's General Order No. 187 be rescinded in connection with the matter of "rail and water" rates between Eastern and Western Canada, and that the existing "rail and water" rates on sugar to Port Arthur, Port William, and Westfort, for furtherance, be continued in effect.

Direction that each railway company subject to the Board's jurisdiction be required to equip its locomotives used in road service, between sunset and sunrise, with headlights which will enable persons with normal vision in the cab of a locomotive, under normal weather conditions, to see a dark object the size of a man for a distance of 1,000 feet or more ahead of the locomotive.

Direction that the Board's Order No. 3249, approving Canadian Freight Classification No. 13, be amended so that any person or company violating the provisions of section 400, subsection 1, of the Railway Act, or any amendment thereto, shall in addition to the regular toll be liable to pay the company a further toll of fifty per centum of such regular charge.

Authorization of the Canadian Car Demurrage Rules superseding the Canadian Car Service Rules prescribed by Order of the Board No. 906 (General Order No. 1), dated January 25, 1906.

Direction amending regulations for the transportation by freight of dangerous articles other than explosives and certain particulars, all reference to paints being eliminated from the said regulations.

Direction that all railway companies subject to the Board's jurisdiction be required to stencil inches on the inside walls of cars used in the grain traffic in the provinces of Manitoba, Saskatchewan and Alberta, so as to show the depth of grain loaded therein, and that all such cars hereafter built be so stencilled before going into service.

Direction that General Order No. 173 be rescinded, in so far as it rescinds General Order No. 152, and that the tolls for the use of refrigerator cars for the carriage of vegetables, provided by said tariffs refiled and as authorized by the Board's General Order No. 152, be allowed.

Direction that the carload minimum weights for lumber, for domestic consumption or for export, be fixed for closed cars under 35 feet in length, inside measurement, 40,000 pounds, except that when cars loaded to full capacity will not contain 40,000 pounds, the minimum will be the actual weight, but not less than 35,000 pounds, and for closed cars 35 feet and not over 36 feet 6 inches in length, inside measurement, 40,000 pounds.

Direction that certain standard tariffs of maximum mileage tolls for the carriage of passengers, and granting certain increases to railway companies, in both Eastern and Western territories, be approved.

Direction that General Order No. 188 be amended by providing that frequent service shall mean nine or more trains per diem, and that fast train service shall mean a service at a speed of thirty-five miles or more an hour.

Authorization of certain tariffs of the railway companies, increasing the aggregate minimum weight of less-than-carload shipments of fresh meat, dressed poultry, packing house products, butter and eggs, when loaded in refrigerator cars on private sidings, from 9,000 to 12,000 pounds per car.

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Direction that General Order No. 106 prescribing the rules and instructions for the inspection and testing of locomotive boilers and their appurtenances be amended in certain respects, and that the modifications provided remain in effect until December 31, 1918.

Authorization providing for the increase in certain standard passenger tariffs by 10 per cent and certain standard freight tariffs of railways by 15 per cent, and further providing that in the interest of uniformity the only fractional rate, if used, in the said standard freight tariffs be the half-cent, to be accounted the equivalent, inclusively, of twenty-five hundredths to seventy-four hundredths of a cent.

Direction that General Orders Nos. 95 and 160 be amended to provide that during the existence of the Canadian Railway Association for national defence and the continuance of the zone divisions under chairmen, that the zone chairmen shall file copies of all embargo notices to the Secretary of the Board, within the time limited by the said General Orders, and relieving the railway companies from filing such notices.

Direction amending rule No. 3 of the Canadian Car Demurrage Rules by providing that delays beyond free periods allowed for any two or more purposes under the rule shall be aggregated and charged for in accordance with rule 9, unless re-consignment effects actual transfer of ownership of the goods, in which case the charge against the new consignee for delay beyond the free unloading period shall begin with the lowest toll.

Authorization on fixing the minimum earload weights of tan bark when carried under special commodity tariffs.

Provision that certain tariffs of the Pere Marquette, Canadian Pacific, Grand Trunk and Canadian Northern Railway Companies providing for the transportation of packing-house products, fresh meats, and other articles in peddler cars, be revised so as to include oleomargarine as packing-house products.

Authorization of certain amendments in the regulations for the transportation of explosives, by providing that dangerous explosives, for which a certified and placarded car is prescribed, must not be loaded higher than the ear lining, and that when the loading of a car consists of or includes explosives, the weight of the loading should be distributed so that it will be equalized on each side of the ear and over the tracks.

Re INCREASE IN FREIGHT AND PASSENGER RATES, CANADIAN RAILWAY COMPANIES.

In April, 1917, the railway companies subject to the jurisdiction of the Board, because of the increased costs of labour, equipment, coal and materials, which had added largely to the general expenses of operating railways, made application to the Board for authority to increase their freight and passenger rates 15 per cent, except on coal, on which a specific increase of 15 cents per ton was asked. The applications are commonly referred to as the 15 Per Cent Case.

The applications as originally filed were unaccompanied by notices to representative public bodies. Under the direction of the Board, notices were given. The following public hearings were held:—

- At Victoria on June 5.
- At Vancouver on June 6.
- At Toronto on June 12.
- At Nelson on June 16.
- At Calgary on June 18.
- At Edmonton on June 19.
- At Montreal and Saskatoon on June 20.
- At Regina on June 21.
- At Winnipeg on June 22.
- At Fort William on June 25.

At some points the application was opposed without qualification; at other points a qualified opposition was raised; while at others no objections were taken.

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Judgment issued on the 26th December, 1917, dealing fully with the financial position of the companies and the enhanced cost of conducting transportation, and permitting the increases desired, with certain modifications, as set out in the judgment, the full text of which will be found under Appendix "C."

As a result of protests which were made by live stock shippers' associations, lumber shippers' associations, and grain shippers' associations, as well as the application of the Government of the province of Manitoba, for leave to appeal from the judgment herein, a sitting of the Board was held at Ottawa, on Thursday, the 10th of January, 1918, to consider these protests.

It was determined at the sitting to give leave to the Government of Manitoba to appeal on the questions of law, on which that Government desired to appeal to the Supreme Court of Canada. The other protests referred to were not disposed of.

The matter that the Board considered in connection with these protests was the effective date which should be given to the Board's judgment.

Judgment on these protests issued January 15, 1918, the 1st day of February being fixed as the date on which the various increases were to take effect. This judgment is given "in extenso" under Appendix "A."

The following General Order No. 212 was issued:—

"In the Matter of the applications of the Canadian Northern, Toronto, Hamilton and Buffalo, Grand Trunk, Grand Trunk Pacific, Canadian Pacific, New York Central, Kettle Valley, and Great Northern Railway Companies and the Michigan Central and Pere Marquette Railroad Companies, on behalf of themselves and other railway companies operating in Canada subject to the jurisdiction of the Board for a recommendation to the Governor in Council, under The War Measures Act, being chapter 2 of the Statutes of Canada for the year 1914 (second session), permitting all such railway companies to make a general advance in their tariffs of tolls of fifteen per cent on all class and commodity freight rates, except coal, and on all passenger fares; and a specific increase of fifteen cents per ton on coal.

File No. 27840.

"TUESDAY, the 15th day of January, A.D. 1918.

"Sir Henry L. Drayton, K.C., Chief Commissioner.

"D'Arcy Scott, Assistant Chief Commissioner.

"Hon. W. B. Nantel, Deputy Chief Commissioner.

"S. J. McLean, Commissioner.

"A. S. Goodeve, Commissioner.

"Upon hearing the matter at the sittings of the Board held in Victoria, Vancouver, Nelson, Calgary, Edmonton, Saskatoon, Regina, Winnipeg, Fort William, Toronto, Montreal and Ottawa on the 5th, 6th, 16th, 18th, 19th, 20th, 21st, 22nd, 25th, 12th and 20th days of June, 1917, and the 10th day of January, 1918, respectively, in the presence of counsel for and representatives of the Canadian Pacific, Grand Trunk, Grand Trunk Pacific, Canadian Northern, and New York Central Railway Companies, the Michigan Central Railroad Company, the Boards of Trade of Vancouver, Nelson, Calgary, Edmonton, Saskatoon, Regina, Winnipeg, Toronto, Montreal, and Kitchener, the Canadian Manufacturers' Association, Kitchener Manufacturers' Association, British Columbia Lumber and Shingle Manufacturers, Limited, Wholesale Lumbermen's Association of Winnipeg, Rat Portage Lumber Company, Limited, the Adelp Lumber Company, Retail Coal Dealers, Retail Merchants Association of Canada (Manitoba branch), Canadian Credit Men's Association, Winnipeg Implement Association, Stone Dealers' Association, St. Catharines Fruit Growers' Association, Willew Point District Fruit Growers' Association, Koot-

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enay Fruit Growers' Union, United Farmers of the West, United Farmers of Ontario, Saskatchewan Grain Growers' Association, Northwest Grain Dealers' Association, Winnipeg Grain Exchange, Saskatoon Co-operative Elevator Company, Dominion Livestock Record Board, Western Livestock Association, Canadian Council of Agriculture, Council of Trail, City of Winnipeg, Province of Manitoba, Department of Public Highways for Ontario, Associated Boards of Trade of Eastern British Columbia, Dominion Cannery, Price Brothers, and J. H. Ashdown & Company, the evidence adduced, and what was alleged; and upon reading the written submissions filed, judgments dated December 26, 1917, and January 15, 1918, were delivered by the Chief Commissioner and concurred in by the members of the Board who sat in the original hearings, certified copies of the said judgments, marked 'A' and 'B' respectively being attached hereto; and General Order No. 213, dated December 26, 1917, prescribing the standard maximum mileage tolls under the terms of the judgment of December 26, 1917, having issued,—

"It is ordered: That, subject to the provisions of the Crow's Nest Pass agreement and the said judgment of December 26, 1917, which is hereby made part of this Order, the special freight tariffs issued under the authority of the judgment, except those applying on wheat, in earloads, to Port Arthur and Fort William, be, and they are hereby required to be published and filed at least five days previous to the date on which they are to become effective, which date shall not be earlier than February 1, 1918.

"And it is further ordered: That the rates authorized by the judgment to be charged on wheat, in earloads, to Port Arthur and Fort William only, may be made effective not earlier than June 1, 1918.

H. L. DRAYTON,
Chief Commissioner.

The Privy Council of Canada in this connection issued the following Orders in Council, namely, P.C. 229 and P.C. 632:—

"P.C. 229

"AT THE GOVERNMENT HOUSE AT OTTAWA.

"WEDNESDAY, the 30th day of January, 1918.

PRESENT:

"HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

"His Excellency the Governor General in Council, pursuant to the provisions of section 56 of the Railway Act, chapter 37, Revised Statutes of Canada, 1906, having had under consideration the petitions from the Government of the province of Manitoba, the Winnipeg Board of Trade (shipping section), the Western Retail Lumbermen's Association of Winnipeg, and others, appealing from the Order of the Board of Railway Commissioners for Canada, dated the 26th day of December, 1917, providing for a general advance in freight and passenger rates; and after hearing counsel for the petitioners and others, is pleased to direct that the further hearing of the appeal be adjourned until Friday the 1st day of March, 1918, at 11 o'clock a.m.; that those who are supporting the appeal shall file their case in the Privy Council office, in printed form, and also serve it upon those who are opposing the appeal, on or before the 8th day of February, 1918; that those who are opposing the appeal shall file and

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serve their reply on or before the 18th day of February, 1918, and that those who are supporting the appeal shall be allowed to file and serve a rejoinder, all in printed form, on or before the 28th day of February, 1918. The hearing shall then be continued on the 1st day of March, 1918.

"His Excellency is further pleased to declare it to be open to all interested parties to file separate cases if they desire to do so, or if they see fit, to join in the presentation of one case.

"If they see fit, however, to file separate cases it is most advisable that they should get into consultation with each other in order that there may not be repetition. It is desirable both in the interest of those who are supporting the appeal, and particularly of those who are to go over this case, that repetition be avoided.

"His Excellency the Governor General in Council is further pleased to order and doth hereby order that the operation of the rates which under the order appealed from would otherwise come into force on the first day of February, 1918, be postponed until the fifteenth day of March, 1918.

"Whereof the Board of Railway Commissioners for Canada, and all other persons whom it may concern, are to take notice and govern themselves accordingly.

"Certified copies hereof shall forthwith be transmitted to the Board of Railway Commissioners for Canada, to counsel for the petitioners and other interested parties.

F. K. BENNETTS,
Assistant Clerk of the Privy Council."

"P.C. 632.

"AT THE GOVERNMENT HOUSE AT OTTAWA.

"THURSDAY the 14th day of March, 1918.

PRESENT:

"HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

"His Excellency the Governor General in Council, pursuant to the provisions of section 56 of the Railway Act, chapter 37, Revised Statutes of Canada, 1906, has had under consideration the petitions referred to in the Order in Council P.C. 229, of the 30th January, 1918, and other petitions appealing from the order of the Board of Railway Commissioners for Canada, dated 26th day of December, 1917, providing for a general advance in freight and passenger rates, and has heard counsel for the petitioners and others, and has heard a further argument advanced at the adjourned hearing of such appeal on the 1st day of March, 1918, and has considered all cases filed and all replies and rejoinders, and is pleased to Order that the said Order of the Board of Railway Commissioners be amended, and the same is hereby amended, by providing that the same shall cease to operate one year after the declaration of peace following the present war.

"His Excellency the Governor General in Council is further pleased to order that the going into effect of the said order of the Board of Railway Commissioners, as herein amended, be not further postponed.

"Whereof the Board of Railway Commissioners for Canada and all other persons whom it may concern are to take notice and govern themselves accordingly.

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"Certified copies hereof shall forthwith be transmitted to the Board of Railway Commissioners for Canada, to counsel for the petitioners and other interested parties.

RODOLPHE BOUDREAU,

Clerk of the Privy Council.

CARRIERS—DISCRETION.—BOARDS OF TRADE OF MONTREAL AND TORONTO AND CANADIAN MANUFACTURERS' ASSOCIATION V. CANADIAN FREIGHT ASSOCIATION.

Rail carriers engaged in the business of transportation via a rail and water route, in competition with an all-water route, may, in their discretion, meet water competition if they see fit, and may also determine the extent to which they shall meet it, and the Board cannot interfere with the tariff of tolls filed.

Blind River Board of Trade v. Grand Trunk, Canadian Pacific Ry. Northern Navigation and Dominion Transportation Cos., 15 Can. Ry. Cas. 146, followed.

The Board has no jurisdiction over the tolls charged or the division demanded by the different steamship companies operating boats on the St. Lawrence or Great Lakes, except that under section 333 (3) it has jurisdiction over the tolls on the steamships owned, operated and used by the respondent Canadian Pacific Railway Company.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated March 29, 1917, 21 Can. Ry. Cas.

LANDS—TAKING—CANADIAN PACIFIC RAILWAY COMPANY V. GRAND TRUNK PACIFIC RAILWAY COMPANY.

There is a marked distinction between lands granted for right-of-way and other railway purposes and those granted as subsidies; the latter are in the same position as a cash bonus, and part of the remuneration for the building of the railway. The respondents should be ordered to pay their proportion of the cost of the land required for the construction of a transfer track.

Montreal Tramway and Montreal Park and Island Ry. Co. v. Lachine, Jacques Cartier & Maisonneuve Ry. Co., 50 S.C.R. 84 at p. 92, 19 Can. Ry. Cas. 122; South Ontario Pacific Ry. Co. v. Grand Trunk Ry. Co. (Junction Cut case), 20 Can. Ry. Cas. 152, followed.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, dated March 29, 1917, 21 Can. Ry. Cas.

TRAIN SERVICE—EAST GREENFIELD PARK V. MONTREAL & SOUTHERN COUNTIES RAILWAY COMPANY.

Suburban populations, usually dependent on electric railways for ingress and egress to and from large cities, should have a satisfactory train service.

Where no train stopped at Greenfield Park, a station on an electric railway (9.46 miles from Montreal) between 8.16 a.m. and 3.18 p.m. the Board ordered another train, passing at 10.15 a.m. for Montreal, to stop at Greenfield Park.

The facts are fully set out in the judgment of the Assistant Chief Commissioner dated March 29, 1917, 21 Can. Ry. Cas.

WEIGHTS—MINIMUM.—DOMINION MILLERS' ASSOCIATION, TORONTO BOARD OF TRADE AND MONTREAL CORN EXCHANGE V. CANADIAN FREIGHT ASSOCIATION.

The Board is not concerned with equalizing costs of production; its jurisdiction relates only to reasonableness of tolls.

Hudson Bay Mining Company v. Great Northern Railway Company, 16 Can. Ry. Cas. 254, at p. 259; Canadian Portland Cement Company v. Grand Trunk and Bay of Quinte Railway Companies, 9 Can. Ry. Cas. 209, at p. 211, followed.

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In fixing a C.L. minimum, it is in the general interest to increase loading wherever reasonably possible and thereby increase the efficiency of the rolling stock.

In matters of classification and tolls established trade conditions or obligations, while not of necessity conclusive obstacles in the way of change, must be considered; it is a question of judgment what is a fair mean between the physical carrying power of the car and the public interest as affected thereby and the conditions under which business is carried on.

Western Retail Lumbermen's Association v. Canadian Pacific, Canadian Northern and Grand Trunk Pacific Railway Companies, 20 Can. Ry. Cas. 165.

The facts are fully set out in the judgment of Mr. Commissioner McLean, dated March 30, 1917, 21 Can. Ry. Cas.

JURISDICTION—TELEPHONES.—JOLIETTE TELEPHONE COMPANY V. BELL TELEPHONE COMPANY.

The Board has jurisdiction to order connection and fix tolls for long distance business, but it has none in the case of connection for local business.

Bell Telephone Company v. Falkirk Telephone Company, 20 Can. Ry. Cas. 256, followed.

In the case of connecting telephone companies it is the duty of both companies to collect the full amount for long distance tolls and the company should not absorb its share of the through long distance toll.

Ernestown Rural Telephone Company v. Bell Telephone Company, 18 Can. Ry. Cas. 325, followed.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated April 4, 1917, 21 Can. Ry. Cas.

AMERICAN COAL AND COKE COMPANY V. MICHIGAN CENTRAL RAILWAY COMPANY.

An application for a re-hearing in this case was refused and the Board's decision, 17 Can. Ry. Cas. 256, was affirmed.

The Board will not reconsider its former decision unless doubt has arisen in the minds of the Board as to the correctness of the first conclusion by reason of new matter advanced on an application to re-open or otherwise as to the soundness of the first conclusion, or when new evidence on a material issue can be presented.

The facts are fully set out in the judgment of Mr. Commissioner McLean, dated April 12, 1917, 24 Can. Ry. Cas.

TOLLS—DEMURRAGE.—TORONTO BOARD OF TRADE VS. CANADIAN FREIGHT ASSOCIATION.

Carriers are entitled to recover demurrage tolls for detention of equipment owing to delay in inspection of grain by Government officials, and the shipper has the right under the Canada Grain Act, 2 George V, chapter 27, section 71, to recover from the inspector for neglect or refusal to inspect.

The latter are liable to shippers under the Canada Grain Act, 2 George V, Chapter 27, section 71, for neglect or refusal to make such inspection.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, concurred in by Mr. Commissioner McLean, dated April 27, 1917, 22 Can. Ry. Cas.

PROVINCE OF MANITOBA V. CANADIAN PACIFIC RAILWAY COMPANY.

(Telephone Connection and Communication Case.)

The Board has no jurisdiction, under section 215 of the Railway Act, to compel a railway company to continue the maintenance of telephonic connection and communication between its stations and the telephone system, already installed, of the applicants.

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The Board has no jurisdiction, under sections 284 and 317 of the Railway Act, to prevent the removal (at the instance of the municipalities within whose limits railway stations are situate) of telephones installed at such stations.

The "facilities clause," section 284 of the Railway Act, refers to physical transportation and physical accommodation on the railway.

Telephonic communication with a railway station to be acquainted with the movement of the passenger or freight trains is not a facility which railway companies are required to furnish to the public under section 284.

Towns of Port Arthur and Fort William v. Bell Telephone and Canadian Pacific Railway Companies, 4 Can. Ry. Cas. 279, at p. 284; People's and Caledon Telephone Companies v. Grand Trunk and Canadian Pacific Railway Companies, 9 Can. Ry. Cas. 161, at p. 162, referred to.

The facts are fully set out in the judgment of Mr. Commissioner McLean, dated May 1, 1917, 21 Can. Ry. Cas.

TOLLS—ICING.—ONTARIO FRUIT GROWERS' ASSOCIATION AND PACKING HOUSE COMPANIES VS. CANADIAN FREIGHT ASSOCIATION.

Railway companies should not profit by shipments handled except as carriers. The tolls for in-transit icing of refrigerator cars should be made up on the basis of the average actual cost of the ice and the placing thereof upon the cars. Upon an analysis of the different cost factors the proposed increase in the icing tolls is not justified.

Ontario Fruit Growers' Association v. Canadian Pacific Railway Company (Canadian Freight Association) (Fruit Growers case) 3 Can. Ry. Cas. 430, at pp. 431-2, followed.

The tolls on salt in refrigerator cars, owing to the gradual development of its use in connection with the packing industry, have been treated as an incident of its refrigeration and it is claimed is properly included in the icing toll therefor. The carriers have justified the toll for salt over and above a toll for icing in the tariffs of tolls now in force.

Ontario Fruit Growers Association v. Canadian Pacific Railway Company (Canadian Freight Association) (Fruit Growers case), 3 Can. Ry. Cas. 430, distinguished.

The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by the Chief Commissioner and Assistant Chief Commissioner, and dated May 23, 1917, 22 Can. Ry. Cas.

JURISDICTION—OPERATION.—CITY OF TORONTO VS. CANADIAN NORTHERN RAILWAY COMPANY.

(*Don Valley Shunting Case.*)

Unless it can be established that a railway company in carrying on its undertaking authorized by Parliament upon its own property, in a manner which is calculated to do as little harm to adjacent owners as possible, is not exercising as much care as it might, to lessen the noise of operation, the Board has no jurisdiction to interfere. It is not incumbent upon the Board to summon offending parties before the court of the province for violation of its own order and a municipal by-law regulating the omission of smoke from railway locomotives.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated May 31, 1917, 21 Can. Ry. Cas.

FARM CROSSING.—LUSTY VS. PIERE MARQUETTE RAILWAY COMPANY.

A provision in a deed of lands taken for right of way by a railway company, that the consideration is to include full compensation and indemnity for all damage or

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injury to the property by reason of the railway, does not constitute a relinquishment of the right to a farm crossing over the railway lands.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated June 21, 1917, 21 Can. Ry. Cas.

JURISDICTION—BRIDGE.—INTERNATIONAL BRIDGE & TERMINAL COMPANY V. CANADIAN
NORTHERN RAILWAY COMPANY AND RUSSEL BROS.

Where a company is authorized by its charter to build a bridge and lay railway tracks upon it, but has no power to build a railway the Board has no jurisdiction to authorize it to build a branch line of railway under section 175, 3 Edward VII, chapter 58 (Railway Act, 1903).

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated August 1, 1917, 21 Can. Ry. Cas.

TOLLS—SWITCHING.—PREMIER COAL COMPANY V. CANADIAN FREIGHT ASSOCIATION.

This was an application for an order directing the respondent to abolish the toll charge of \$2 per loaded car for switching more than 1,000 feet on the ground that it was inequitable and bore no relation to the services rendered.

The application was heard at Calgary, July 10, 1917.

The Board disallowed a toll of \$2 for switching and spotting movements on spurs more than 1,000 feet in length of cars loaded with coal, without expressing any opinion on the general question of fixing a limit for free switching service.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, concurred in by the Chief Commissioner, dated September 26, 1917.

O'BRIEN BROS. V. CANADIAN PACIFIC RAILWAY COMPANY.

The mere acquisition of lands on both sides of a railway right of way does not *per se* give a right to a farm crossing. The original owner having lost his right to a crossing by conveying the lands on one side to another person, a subsequent owner purchasing the lands on both sides from different vendors does not thereby acquire a right to a farm crossing to connect them. The Board, however, has jurisdiction under section 253 to order a crossing, which it will exercise in a proper case and on proper terms.

See Grand Trunk Railway Company v. Therrien, 30 S.C.R., 485; Midland Railway Company v. Gribble (1895), 2 Ch. 129, 827.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated September 29, 1917, 21 Can. Ry. Cas.

TOLLS—UNJUST DISCRIMINATION.—DOMINION MILLERS' ASSOCIATION V. CANADIAN
FREIGHT ASSOCIATION.

Application was made to the Board for an order directing the respondent association to charge the same milling-in-transit toll to western and eastern flour mills on the ground of unjust discrimination, and was heard at a sittings of the Board in Toronto, April 13, 1917.

Held that it is unjust discrimination to charge a higher milling-in-transit toll on the same commodity moving from different localities by different routes under similar circumstances and conditions to a common competing market.

Ontario and Manitoba Flour Mills v. Canadian Pacific Railway Company, 16 Can. Ry. Cas., 130, at p. 431, referred to.

The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by the Assistant Chief Commissioner and Mr. Commissioner Goodeve, and dated October 3, 1917, 22 Can. Ry. Cas.

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JURISDICTION—TOLLS—SOUTHERN ALBERTA HAY GROWERS V. CANADIAN PACIFIC RAILWAY COMPANY.

(*Timothy Seed Case.*)

The jurisdiction of the Board is confined to dealing with the reasonableness of tolls, and it is not its function to put in experimental tolls with a view to developing industry.

British Columbia News Company v. Express Freight Traffic Association, 13 Can. Ry. Cas. 176, at p. 178, followed.

The facts are fully set out in the judgment of Mr. Commissioner McLean, dated October 5, 1917, 21 Can. Ry. Cas.

CITY OF HAMILTON V. GRAND TRUNK RAILWAY COMPANY.

(*Burlington Beach Case.*)

When respondent steam lines have been paralleled by electric lines, which have taken practically all the business, and ordering the respondent to give an increased service, might secure a better service from the electric line, such an order would not be justified in the public interest, where this could only be done at an unjustifiable cost and entail a continuing loss to the respondent.

A specific breach of an agreement must be shown to give the Board jurisdiction under 8 and 9 Edward VII, chapter 32, section 1.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, dated October 13, 1917, 21 Can. Ry. Cas.

JURISDICTION—TELEPHONE—NORTH LANCASTER EXCHANGE V. BELL TELEPHONE COMPANY.

Two and three Edward VII, chapter 41, section 2, limits the Board's jurisdiction to direct the installation of a telephone service but gives the Board no power in regard to facilities such as it has in the case of railway companies.

Tinkess v. Bell Telephone Company, 20 Can. Ry. Cas. 249, at p. 255, followed.

The facts are fully set out in the judgment of Mr. Commissioner McLean, dated November 2, 1917, 21 Can. Ry. Cas.

JURISDICTION—RAILWAY ON HIGHWAY.—CITY OF MONTREAL V. CANADIAN PACIFIC RAILWAY COMPANY.

(*Longue Pointe Spur Case.*)

In dismissing an application by a railway company to construct a spur on a highway, the Board has no jurisdiction to impose terms on the municipality concerned as to the use it should make of the highway in question. The Board's jurisdiction is confined to authorizing the construction and maintenance of the railway on the highway.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated December 4, 1917, 21 Can. Ry. Cas.

APPEALS FROM DECISIONS OF THE BOARD.

For the year ending March 31, 1918, there were two appeals made to the Governor in Council, and three appeals to the Supreme Court of Canada from the decisions of the Board.

With reference to the appeals to the Governor in Council, one was that of the corporation of the city of Hamilton against an Order of the Board, dated November 10, 1917, dismissing the application of the city for an Order directing the Grand Trunk Railway Company to restore the passenger train service on the north and northwestern

branch of the company's railway between the city of Hamilton and Burlington Beach and the town of Burlington, and the appeal is still pending.

The other appeal was that of the province of Manitoba, the Western Retail Lumbermen's Association, the United Farmers of Ontario, the Canadian Credit Men's Trust Association, the Shippers' Section of the Winnipeg Board of Trade, and the Canadian Council of Agriculture, against the decision of the Board allowing a general increase in freight and passenger rates as authorized by the Board's Order, dated December 26, 1917, and which appeal is still pending.

With reference to the appeals to the Supreme Court of Canada referred to, the first was that of the Grand Trunk Railway Company, on questions of law, from an Order of the Board, dated July 26, 1917, requiring the company upon the application of one Hubert Bourassa to reconstruct and provide at its own cost a crossing under its tracks as set out in the Order.

The second appeal was that of the Canadian Pacific Railway Company from an Order of the Board, dated August 3, 1917, made upon the application of the Department of Public Works of the province of Ontario, under section 237 of the Railway Act, for an Order directing the Canadian Pacific Railway Company to construct and maintain a public crossing over its right of way on the line between lots 8 and 9, concession 5, in the township of Kirkpatrick, in the district of Nipissing, province of Ontario. The appeal was made upon the following question of law, namely: "Whether upon the facts found by the Board, the title of the railway company is subject to a prior right reserved in the Crown to construct and maintain a public crossing over the railway company's right of way, as applied for by the Department of Public Works for the province of Ontario, herein." This appeal is still pending.

The third appeal was that of the Governor of the province of Manitoba and the J. H. Ashdown Hardware Company, Limited, against an Order of the Board, dated December 26, 1917, authorizing a general increase in freight and passenger rates as set forth therein, the appellants maintaining that the effect of the Order and the holding of the Board is that the Board is not limited by the agreement made between His Majesty the King, represented by the Executive Government of the province of Manitoba, and the Canadian Northern Railway Company by the Statutes of Manitoba, 1901, chapter 39, or by the Statutes of Canada, 1901, chapter 53, in its power to increase or authorize the increase in the tolls and rates to an amount exceeding the tolls established for the carriage of goods and passengers upon the lines of the Canadian Northern Railway Company referred to in the said agreements and statutes. This appeal is still pending.

ORDERS, GENERAL ORDERS AND CIRCULARS.

The total number of orders issued for the year ending March 31, 1918, was 1,118. The number of General Circulars issued by the Board, directed to all railway companies subject to its jurisdiction for the year was 9. The General Orders as distinguished from other Orders issued by the Board are those affecting all railway companies subject to the Board's jurisdiction. It will be noted that the number of General Orders issued by the Board for the year ending March 31, 1918, was 46, as compared with 22 for the previous year.

A list of the General Orders and Circulars for the year ending March 31, 1918, will be found compiled under Appendix "F" to this report.

JUDGMENTS OF THE BOARD.

A summary of the principal judgments of the Board delivered between the 1st of April, 1917, and the 31st of March, 1918, will be found under Appendix "A."

APPLICATIONS TO THE BOARD.

The total number of applications, including informal complaints made to the Board, for the year ending March 31, 1918, was 3,611.

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TRAFFIC DEPARTMENT OF THE BOARD.

In the Traffic Department of the Board the number of tariffs received and filed for the year ending March 31, 1918, were as follows:—

Freight tariffs, including supplements.	41,877
Passenger tariffs, including supplements.	14,781
Express tariffs, including supplements.	2,856
Telephone tariffs, including supplements.	4,388
Sleeping and parlour car tariffs, including supplements.	142
Telegraph tariffs and supplements.	12

This makes a total of 64,056 for the year, as compared with a previous total for the year ending March 31, 1917, of 67,628. The total number of tariffs filed from February 1, 1904, to March 31, 1918, was 784,656.

The details in regard to the tariffs will be found under Appendix "B" to this report.

ENGINEERING DEPARTMENT OF THE BOARD.

In the Engineering Department of the Board a large number of inspections were made covering the whole Dominion. These inspections for the year ending March 31, 1918, number 217, and cover inspections for the opening of a railway for the carriage of traffic, pursuant to the requirements of section 261 of the Railway Act, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways and general inspections falling within the scope of the work of the Engineering Department of the Board.

OPERATING DEPARTMENT OF THE BOARD.

Under the work of this department is included the inspection of locomotive boilers and their appurtenances, the inspection of safety appliances on cars and locomotives, the investigations into accidents causing personal injury or loss of life, the reporting on the locations of stations, matters of protection at highway crossings, and train and station service performed by the railway companies.

Under Appendix "C" will be found a detailed report of the Chief Operating Officer of the department.

ACCIDENTS AND ACCIDENT INVESTIGATIONS.

On reference to the report of the Board's Chief Operating Officer it will be seen from the comparative statement of killed and injured that the number of accidents among passengers carried and employees, as compared with the year 1916-17, shows a marked decrease with regard to the number killed, but a marked increase with regard to the number injured; and with regard to trespassers, a marked decrease in the number killed and an increase in the number injured. The figures given show that the number of passengers killed and injured for the year ending March 31, 1917, was 296, and for the year ending March 31, 1918, 364, an increase of 68. The total number of employees killed and injured for the year 1916-17 was 1,329 and for the year 1917-18, 1,357, an increase of 26. In this connection it will be noted, by reference to the table given below, that the total number of passengers carried on railways shows a decided increase, and the number of employees with railways also a marked increase, and these facts must be taken in connection with the increase in the total number of killed and injured.

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Attention is again directed to the comparative statements of the Chief Operating Officer setting forth in detail the situation as regards highway crossing accidents during the past five years, and it will be observed therefrom that there has been a total of 621 accidents covering 180 persons killed, and 566 persons injured. There have been 158 accidents at protected crossings covering 71 persons killed and 140 persons injured, and at unprotected crossings there have been 463 accidents covering 209 killed and 426 injured.

In the year 1917-18 there were 48 automobile accidents at highway crossings, in which 31 persons were killed and 77 injured. Thirty-nine of these accidents occurred at unprotected crossings, when 26 persons were killed and 58 injured. While these figures show a considerable increase over the automobile accidents for the year 1916-17, which numbered 36 and in which 20 persons were killed and 51 injured, it is not possible, in the absence of definite statistics as to comparative volume of automobile traffic, to make an accurate comparison with previous years. This matter, it may be stated, is receiving every consideration at the hands of the Board as to the best method of protection at highway crossings where the same are used extensively by automobiles.

As has been pointed out in previous reports, there are many instances where the public disregard is evidenced in respect to protective appliances, by persons crawling under gates or going around them, or disregarding the alarm given by automatic signal bells.

The following is a table giving comparisons between the total number of passengers carried by the railway companies, the number of passengers killed and injured, and the same information as to employees, and as to trespassers, showing the number of trespassers killed and the relative percentage thereof to the total number of persons killed for the year. The figures giving the total number of passengers and employees carried are for the year ending June 30, 1917, the last figures available, and are taken from the railway statistics of the Dominion of Canada, published by the Department of Railways and Canals:—

Passengers—		
Number of passengers carried on railways	53,749,680	
Number of passengers killed	22	
Number of passengers injured	342	
Employees—		
Number of employees with railways	146,175	
Number of employees killed	137	
Number of employees injured	1,220	
Trespassers—		
Number of trespassers killed	93	
per cent of trespassers killed to total of 252.		

It will be noted that of what may be termed preventable loss there were 93 killed under the heading of trespassers, and 61 injured. This is a reduction of 36 in the number killed and 15 in the number injured from the year 1916-17.

The following table shows the totals by provinces as regards trespassers killed and injured for the year ending March 31, 1918:—

Provinces.	Killed.	Injured.
Ontario	52	29
Quebec	20	26
Manitoba	2	2
Saskatchewan	6	3
Alberta	5	4
British Columbia	5	2
Nova Scotia	2	2
New Brunswick	1	1
Yukon
	93	63

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FIRE INSPECTION DEPARTMENT OF THE BOARD.

The railway fire inspection work has been carried on, as in former years, in co-operation with the various Dominion and provincial fire-protective organizations. During the past year 78 employees of such organizations were under appointment as local officers of the Board, in connection with the administration of the various regulations contained in General Order No. 107.

Special fire patrol letters were issued to the following railway companies in connection with fire patrols in forest sections: Algoma Central and Hudson Bay; Esquimalt and Nanaimo; Canadian Northern; Canadian Northern Pacific; Canadian Pacific; Edmonton, Dunvegan and British Columbia; Grand Trunk; Grand Trunk Pacific; Great Northern; Kettle Valley; Temiscouata; Victoria and Sidney; Western Canada Power. Supplementing the special patrol measures, instructions relative to the reporting and extinguishing of fires have been issued by the various railway companies to sectionmen and other regular employees, with excellent results.

In co-operation with the Operating Department of the Board, many inspections were made of fire protective appliances on locomotives operating in forested territory.

The fire guard requirements issued in 1917 were closely similar to those prescribed the previous year. Authority was granted the Canadian Pacific, Grand Trunk Pacific and Canadian Northern railways to handle the fire guarding of wild lands on the more northerly lines in the Prairie Provinces, on the basis of an eight-foot ploughed strip instead of a sixteen-foot ploughed strip, provided special attention was given to the burning of dry grass and weeds between the fire guard and the track. Under the fire guard requirements, 10,994.26 miles of fire guards were constructed in the Prairie Provinces by the Canadian Pacific, Canadian Northern, Edmonton, Dunvegan and British Columbia, Grand Trunk Pacific, and Great Northern Railways.

In forest sections, 843 fires were reported as being directly attributable to railway causes, out of a total of 1,097 fires originating within 300 feet of the track, along lines subject to the Board's jurisdiction. This is an increase of 455 fires from the figures for fires attributable to railways for 1916. The fires definitely attributable to railway causes thus represent 76.84 per cent of the total, 7.84 per cent being ascribed to known causes other than railways, and 15.32 per cent to unknown causes. Of the fires chargeable to railway causes, 240 fires or 28.46 per cent, are incipient fires which did no damage; 603 fires, or 71.54 per cent are larger fires which burned over 27,263 acres valued at \$25,819. The total damage from all fires is estimated at \$105,668. Of this, the railways are charged with 24.43 per cent, known causes other than railway fires 12.88 per cent, and unknown fires 62.69 per cent. Thus, on all lines subject to the jurisdiction of the Board throughout Canada, the fires in forest sections definitely attributable to railway agencies did damage amounting to only \$25,819. By far the greatest portion of the damage by fires originating within 300 feet of railway tracks in forest sections was due to fires of unknown origin; of these, undoubtedly a portion were due to railway causes.

ROUTINE WORK OF THE BOARD.

RECORD DEPARTMENT.

Since the publication of the last annual report there has been no change in connection with the clerical staff of this department.

Below is given a table setting forth the number of applications, filings and letters received during the year ending March 31, 1918, together with the number of orders issued:—

Number of applications made.....	3,611
Number of filings received during the year.....	37,270
Number of outgoing letters during the year.....	36,310
Number of orders issued during the year.....	1,118

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STATEMENT showing the Application made to the Board under the various sections of the Railway Act, for the fiscal year ending March 31, 1918.

Sections of Railway Act.	1917.												1918.			
	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.				
Rescinding of Orders, Sec. 29.	1	3	6	3	7	6	2	8	8	6	3	9	62			
Rules and Regulations, Sec. 30, 269, 307, 313.	4	8	1	4	16	8	6	7	3	4	1	3	2			
Extension of time, Sec. 50.													10			
Location of line, Sec. 157, 168.													32			
Railway as constructed, Sec. 161.													16			
Deviation of line, Sec. 167.	1	2	3	1	9	1	3	1	1	2	1	1	3			
Mines and Minerals, Sec. 169, 171.			5	1	1	1	4	1	1	4	1	1	15			
Expropriation of lands, Sec. 172, 191.	2	1		1	2	2	1	1	1	3	1	1	7			
Appeals for Orders of the Board, Sec. 56.					1	1							246			
Compensation for damages, Sec. 194, 211.													25			
Branch Lines, Sec. 222, 226.	19	16	23	29	25	18	23	22	20	24	15	12	147			
Railway Crossings and Junctions, Sec. 227, 229.	4	4	6	1	1	2	1	1	1	1	1	1	11			
Interlocking Appliances, Sec. 227.	1	1	1	2	1	1	3	2	3	1	1	1	33			
Highway Crossings, Sec. 235, 243.	14	12	17	21	16	12	11	11	4	6	5	15	98			
Highway Diversion, Sec. 237.		3	1	3	3	1	5	3	6	2	3	3	4			
Protection at Crossings, Sec. 243.	3	8	1	12	8	16	7	11	7	10	9	7	58			
Telegraph and Telephone Connections, Sec. 241.		1	1	1	1	1	1	1	1	1	1	1	4			
Telephone Wire Crossings, Sec. 246.													4			
Power Wire Crossings, Sec. 246.	7	5	4	8	7	2	6	4	3	4	5	2	5			
Telephone Agreements, Sec. 248.													10			
Canals, Ditches, etc., Sec. 249.													16			
Water Pipes, Sec. 250.	1	1		3	1	2	1	2	3	1	1	1	5			
Sewers, Sec. 250.	1	1		1	1	3	2	5	3	1	1	1	10			
Culverts, Sec. 250.	1	1		1	1	3	2	5	3	1	1	1	17			
Farm Crossings, Sec. 253, 252.	3		2	4	2	1		3	1	1	1	1	2			
Protection at Farm Crossings.													24			
Cattleguards, Sec. 254, 255.													2			
Fencing of right of way, Sec. 254.	1	5	3	6		2		1	1	4	3	3	57			
Construction, Navigable Waters, Sec. 233.	1												51			
Bridges, Sec. 257.	4	6	6	4	7	7	5	5	6	3	2	3	7			
Tunnels, Sec. 257.						1							5			
Stations, Sec. 258.	8	7	7	1	10	6	5	4	1			2	51			
Condition of Stations, Sec. 258.													7			
Station accommodation and Agents.													4			
Condition of Round Houses.	13	16	11	11	6	2	13	10	4	6	1	12	110			
Opening of Railway, Sec. 261.	1	2	2	1	1	2	2	2	1	1	1	2	5			
Condition of Railway, Sec. 262.	2	9	7	4	3	7	11	4	3	2	1	7	60			

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Rolling Stock, Sec. 264, 268	4	3	3	5	3	2	2	2	1	3	2	2	1	22
Tram Service...	9	7	7	5	6	4	4	3	5	12	5	17	76	
Working of trains, Sec. 269.	2	1	1	1	4	1	1	1	4	2	1	2	26	
Obstruction to Traffic, Sec. 279	..	..	..	3	..	..	..	..	..	..	3	8	8	
Accommodation for Traffic, Sec. 284	8	4	8	8	7	8	5	3	12	14	13	12	102	
Packing of frogs, Sec. 285...	..	..	..	..	..	..	..	..	..	..	..	..	1	
Accident reports, Sec. 292.	40	24	11	3	3	21	46	31	18	26	16	36	288	
By-Laws <i>re</i> Tolls, Sec. 314.	2	1	..	..	..	1	3	1	..	..	..	2	10	
Interswitching, Sec. 317, 334.	..	..	..	1	1	..	4	1	..	..	1	3	12	
Freight Classification, Sec. 321.	3	4	2	1	1	..	1	1	5	1	2	1	20	
Forms of Tariffs, Sec. 322, 359...	..	..	..	..	..	..	..	..	..	..	..	..	3	
Disallowance of Tariffs, Sec. 323.	1	4	2	2	2	1	1	2	3	3	1	2	19	
Standard Freight Tariffs, Sec. 327...	..	..	2	2	..	2	2	1	1	5	..	1	13	
Standard Passenger Tariffs, Sec. 331	1	..	..	..	1	1	1	1	1	2	3	1	9	
Local Freight Tariffs.	..	..	..	..	1	..	..	..	..	..	..	..	1	
International rates.	..	..	..	..	1	..	..	..	..	..	..	..	1	
Adjustment in rates.	2	..	..	3	1	1	1	9	4	2	..	1	26	
Special Tariffs, Sec. 229, 332.	2	1	..	..	2	1	1	1	2	2	1	4	16	
Joint Tariffs, Sec. 335.	..	..	1	1	..	..	..	..	..	..	2	3	3	
Provisions for carriage, Sec. 340, 342.	2	6	1	1	1	2	1	4	2	1	1	5	24	
Discrimination in express rates, Sec. 348.	..	..	..	..	..	1	..	..	..	..	..	..	1	
Express Tolls, Sec. 348, 354.	1	1	1	1	3	1	1	1	1	..	4	2	6	
Carriage by express, Sec. 352.	1	1	..	..	1	1	1	2	2	1	1	1	17	
Telephone Tolls, Sec. 355, 360.	..	..	..	..	1	..	..	..	..	..	..	..	2	
Amalgamation Agreements, Sec. 361, 363.	..	..	..	..	..	..	2	..	..	1	..	..	2	
Traffic Agreements, Sec. 364.	..	..	..	..	..	..	..	..	..	..	1	..	2	
Enquiries.	11	15	14	10	9	9	8	10	8	14	17	28	146	
Requests.	..	..	..	..	..	..	1	2	6	4	..	2	16	
Informal Complaints..	147	148	121	100	86	72	105	123	84	134	128	120	1,368	
Miscellaneous.	7	14	3	10	9	5	18	10	6	22	15	18	152	
Totals...	332	351	293	284	279	265	316	315	239	324	269	344	3,611	

OTTAWA, April 18, 1918.

(Signed) F. R. DEMERS,
Statistical Clerk.

APPENDIX A.

PRINCIPAL JUDGMENTS OF THE BOARD.

LANDS—TAKING—CANADIAN PACIFIC RAILWAY COMPANY V. GRAND TRUNK PACIFIC RAILWAY COMPANY.

There is a marked distinction between lands granted for right-of-way and other railway purposes and those granted as subsidies; the latter are in the same position as a cash bonus, and part of the remuneration for the building of the railway. The respondent should be ordered to pay their proportion of the cost of the land required for the construction of a transfer track.

Montral Tramway and Montreal Park and Island Railway Company v. Lachine, Jacques Cartier and Maisonneuve Railway Company, 50 S.C.R., 84 at p. 92, 19 Can. Ry. Cas., 122; South Ontario Pacific Ry. Co. v. Grand Trunk Ry. Co. (Junction Cut case), 20 Can. Ry. Cas., 152, followed.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, dated March 29, 1917, *21 Can. Ry. Cas., 95.*

CANADIAN PACIFIC RAILWAY COMPANY AND SPANISH RIVER PULP AND PAPER MILLS V. ALGOMA EASTERN RAILWAY COMPANY.

The Board is not bound, nor may the provisions of the Railway Act be defeated, by an agreement between two railway companies respecting tolls.

A provision in an agreement made in 1901 between two railway companies, whereby the former, in consideration of the latter undertaking to build a spur from its line to a pulp mill, agreed to build a connection between the two lines and switch loaded and empty cars for the latter company at \$1.50 per loaded car, was abrogated by the Board in 1917, the tolls being found unremunerative, and the regular inter-switching charge of 1 cent per 100 pounds applied under the General Interswitching Order No. 4988.

Crow's Nest Pass Coal Company v. Canadian Pacific Railway Company, 8 Can. Ry. Cas., 34; Lake Superior Paper Co. v. Algoma Central and Hudson Bay Ry. Co., 22 Can. Ry. Cas., 361, followed. Village of Fergus v. Grand Trunk Ry. Co., 18 Can. Ry. Cas., 42, distinguished.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, April 3, 1917, *22 Can. Ry. Cas., 381.*

JURISDICTION—TELEPHONES—JOLIETTE TELEPHONE COMPANY V. BELL TELEPHONE COMPANY.

The Board has jurisdiction to order connection and fix tolls for long-distance business but it has none in the case of connection for local business.

Bell Telephone Company v. Falkirk Telephone Company, 20 Can. Ry. Cas., 256, followed.

In the case of connecting telephone companies it is the duty of both companies to collect the full amount for long-distance tolls and the company should not absorb its share of the through long-distance toll.

Ernestown Rural Telephone Company v. Bell Telephone Company, 18 Can. Ry. Cas., 325, followed.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated April 4, 1917, *21 Can. Ry. Cas., 343.*

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Re LYNN ROAD AND SIDE ROADS CROSSING GRAND TRUNK RAILWAY NEAR BROCKVILLE, ONT.

This matter was the subject of investigation by the Board in view of an accident at the Lynn Road crossing of the G.T.R. near the town of Brockville, Ont., resulting in death. It appeared that the Lynn road was one of the most important highways in the united counties leading into the town of Brockville. It further appeared from the evidence that the Board on May 1, 1916, made an Order requiring the company to protect the crossing by an electric bell, but that on July 15, 1916, application was made on behalf of the township of Elizabethtown for a subway at the crossing, it being submitted that the bell was not sufficient protection.

Held, Assistant Chief Commissioner Scott in his judgment, April 5, 1917, concurred in by Chief Commissioner Drayton and Commissioner Goodeve, that the diversion of the three highways at the point in question, and the construction of a subway, should be ordered, and the cost of the work divided among the township of Elizabethtown, the corporation of counties of Leeds and Grenville, the railway company, and the Railway Grade Crossing Fund; the work on the subway to be done by the G.T.R. Company and the diversions of the highways to be done by the two municipal councils as they should agree, and in the event of disagreement, the matter to be determined by the Board.

PROPOSED INCREASE IN RAIL AND LAKE RATES FROM POINTS IN WESTERN CANADA.

The Canadian Freight Association having filed with the Board Tariff No. 2 of class rates, which is C.R.C. No. 1 and C.F.A. Tariff No. 3, of commodity rates which is C.R.C. No. 2, issued respectively March 19 and 20, 1917, both effective April 23, 1917, protests against the tariff were received from a number of Boards of Trade of western cities and the Prairie Provinces' branch of the Canadian Manufacturers' Association, and the Board was asked to suspend the tariff until the railway companies had justified the proposed increase.

Held Assistant Chief Commissioner Scott in his judgment, April 7, 1917, concurred in by Commissioners McLean and Goodeve, that C.F.A. Tariffs C.R.C. Nos. 1 and 2, should be suspended, and that if the railway companies are inconvenienced by the suspension of the tariffs that it was entirely due to their own tardiness in the filing thereof with the Board.

Subsequently the matter was further considered at a hearing of the Board, when it was held that tolls reduced by a railway company to meet water competition may at the discretion of rail carrier, be brought up more closely to the normal level when water competition becomes less effective.

Dominion Millers' Association v. Grand Trunk and Canadian Pacific Ry. Cos., 12 Can. Ry. Cas., 363, at p. 368; "*in re*" *Western Tolls (Western Freight Rates Case)*, 17 Can. Ry. Cas., 123, at pp. 123, 124, 159, 166, followed. *Canadian Oil Cos. v. Grand Trunk, Canadian Pacific and Canadian Northern Ry. Cos.*, 12 Can. Ry. Cas., 350, at p. 351. *Blind River Board of Trade v. Grand Trunk, Canadian Pacific Ry., Northern Navigation and Dominion Transportation Cos.*, 15 Can. Ry. Cas., 146. *Boards of Trade of Montreal and Toronto and Canadian Manufacturers' Association v. Canadian Freight Association.*

The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by Assistant Chief Commissioner Scott, November 6, 1917. 22 Can. Ry. Cas., 324.

Re APPLICATION OF CANADIAN NORTHERN RAILWAY COMPANY, UNDER SECTION 257 OF THE RAILWAY ACT.

This was an application of the Canadian Northern Railway Company, under section 257 of the Railway Act, for approval of the plans showing a new subway at Water street, in the city of Winnipeg, province of Manitoba.

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It appeared from the evidence that the Canadian Northern Railway Company, in 1908, constructed a subway to carry Water street, in the city of Winnipeg, under its tracks leading from its bridge over the Red river to its Winnipeg terminals, and that the plans for this subway were duly approved by the Board under Order dated June 7, 1905. The railway company now seeks approval of detail plans showing a change in the subway by the construction of a new structure crossing the highway some distance south of the present structure.

Held, Assistant Chief Commissioner Scott in his judgment, April 11, 1917, concurred in by Commissioner McLean, that it would not be safe to lower the grade at the west end of the Provencher Avenue bridge. Held further that the city of Winnipeg should proceed with the construction of its new bridge with a 5 per cent approach from the west; but that the railway company's application for approval of its detail plans should be refused and that the Board's Order No. 9292 should be amended by making it clear that the approval of the Board was to the layout of the station grounds and not to the freight track over Water street.

Held, further, by Commissioner McLean, in his memorandum attached to the judgment, that Order No. 9292 was made in misapprehension of the scope of what was covered by the bylaw and the agreement implementing it.

Re APPLICATION OF CANADIAN FREIGHT ASSOCIATION FOR APPROVAL OF PROPOSED CANADIAN FREIGHT CLASSIFICATION NO. 17.

The Board was asked by the parties representing both the railway companies and the shipping interests to make some announcement as to what procedure it would follow in connection with the application of the Canadian Freight Association for approval of proposed Canadian Freight Classification No. 17.

Held, Assistant Chief Commissioner Scott in his judgment, April 21, 1917, concurred in by Chief Commissioner Drayton and Commissioner McLean, that there was no present necessity for the Board to deal with the matter of further procedure but that after certain hearings scheduled to take place in the western provinces, a further discussion might be had.

Re DEMURRAGE RULES.

The Canadian Car Service Bureau submitted to the Board a new code of demurrage rules for approval, and at the same time asked that the provisions of General Order No. 171, effective January 1 to April 30, 1917, be continued in force pending the approval of the new rules.

Held, Chief Commissioner Drayton in his judgment, April 24, 1917, that General Order No. 171 was a temporary Order, and that under the circumstances it could not be renewed or further changes in the Order made, without the submission of necessary evidence and a necessary hearing or hearings.

TORONTO BOARD OF TRADE V. CANADIAN FREIGHT ASSOCIATION.

Carriers are entitled to recover demurrage tolls for detention of equipment owing to delay in inspection of grain by Government officials, and the shipper has the right under the Canada Grain Act, 2 George V, chapter 27, section 71, to recover from the inspector for neglect or refusal to inspect.

The latter are liable to shippers under the Canada Grain Act, 2 George V, chapter 27, section 71, for neglect or refusal to make such inspection.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, April 27, 1917. *22 Can. Ry. Cas., 93.*

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MACE AND CITY OF OTTAWA V. BELL TELEPHONE COMPANY.

An agreement between a municipality and a telephone company fixing the maximum tolls to be charged for a residence or business telephone does not prevent the telephone company, subject to the provisions of the Railway Act, from filing its tariff of tolls with the Board covering the tolls to be charged for other forms of telephone service, such as semi-public, and giving such service to the public.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, April 27, 1917, concurred in by the Deputy Chief Commissioner and Mr. Commissioner Goodeve. *23 Can. Ry. Cas.*, 137.

Re CANADIAN PACIFIC RAILWAY ADDITIONAL TRACKING, NORTH TORONTO STATION
EASTERLY.

It appeared that in order to accommodate its increased business the Canadian Pacific Railway Company desired to double track its main line from its North Toronto station easterly to a point a few hundred feet east of Leaside Junction, and that the company desired to build bridges over the ravines on the north side of their existing bridges.

Held, Assistant Chief Commissioner Scott in his judgment, April 27, 1917, concurred in by Commissioners McLean and Goodeve, that permission be granted to the company in accordance with its application, the company to file detail plans to provide for openings through its bridges in the ravines affected.

TOLLS DEMURRAGE—TORONTO BOARD OF TRADE V. CANADIAN FREIGHT ASSOCIATION.

Carriers are entitled to recover demurrage tolls for detention of equipment owing to delay in inspection of grain by Government officials, and the shipper has the right under the Canada Grain Act, 2 George V, chapter 27, section 71, to recover from the inspector for neglect or refusal to inspect.

The latter are liable to shippers under the Canada Grain Act, 2 George V, chapter 27, section 71, for neglect or refusal to make such inspection.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, concurred in by Mr. Commissioner McLean, dated April 27, 1917. *22 Canadian Railway Case* 93.

CITY OF BRANTFORD AND TOWNSHIPS OF BRANTFORD AND SOUTH DUMFRIES V. GRAND TRUNK
RAILWAY COMPANY.

A municipality and a railway company by agreement (ratified by by-law) closed a portion of a highway, except for foot traffic. More than ten years after the highway was closed the municipality, alleging an improvident bargain, applied to the Board for an order requiring the respondent to construct a vehicular and pedestrian subway under the railway at the closed portion of the highway. The Board ordered the railway company to contribute 60 per cent of the cost of the pedestrian subway, after allowing a 20 per cent contribution out of the Railway Grade Crossing Fund, but held that as to vehicular traffic the agreement must stand and that if the city wished to construct a vehicular subway, the contribution of the respondent should not be increased.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, April 30, 1917, concurred in by Commissioners McLean and Goodeve. *23 Can. Ry. Cas.*, 7.

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PROVINCE OF MANITOBA V. CANADIAN PACIFIC RAILWAY COMPANY.

(Telephone Connection and Communication Case.)

The Board has no jurisdiction under section 245 of the Railway Act to compel a railway company to continue the maintenance of telephonic connection and communication between its stations and the telephone system, already installed, of the applicants.

The Board has no jurisdiction under sections 284 and 317 of the Railway Act to prevent the removal (at the instance of the municipalities within whose limits railway stations are situate) of telephones installed at such stations.

The "facilities clause," section 284 of the Railway Act, refers to physical transportation and physical accommodation on the railway.

Telephonic communication with a railway station to be acquainted with the movement of the passenger or freight trains is not a facility which railway companies are required to furnish to the public under section 264.

Towns of Port Arthur and Fort William v. Bell Telephone and Canadian Pacific Ry. Cos., 4 *Can. Ry. Cas.*, 279, at p. 284; *People's and Caledon Telephone Cos. v. Grand Trunk and Canadian Pacific Ry. Cos.*, 9 *Can. Ry. Cas.*, 161, at p. 162, referred to.

The facts are fully set out in the judgment of Mr. Commissioner McLean, dated May 1, 1917. 21 *Can. Ry. Cas.* 445.

NEW BRUNSWICK VEGETABLE GROWERS V. CANADIAN PACIFIC AND TEMISCOUATA RAILWAY COMPANIES.

An increase in freight tolls on potatoes and turnips from points in New Brunswick to points in Ontario and Quebec was approved by the Board, with the exception that tolls west of Hamilton and Guelph should be reduced one cent upon the general basis of eighth-class under the classification tapered downwards for the shorter easterly haul from New Brunswick in comparison with the longer haul from the western provinces.

The facts are fully set out in the judgment of Mr. Commissioner McLean, May 2, 1917, concurred in by the Assistant Chief Commissioner. 23 *Can. Ry. Cas.*, 128.

CANADIAN PACIFIC RAILWAY COMPANY V. CITY OF MONTREAL AND MONTREAL TRAMWAYS COMPANY.

Under the senior and junior rule the highway being senior to the railway no part of the cost of reconstructing the bridge on the highway over the railway should be put upon the respondent city, but the respondent tramways company being junior to the railway, one-fourth of the cost of reconstruction to make the bridge strong enough to carry electric cars should be imposed upon it.

Toronto Railway Co. v. City of Toronto, and Canadian Pacific Ry. Co. (Avenue Road Subway Case), 53 *S.C.R.*, 222, 20 *Can. Ry. Cas.*, 280, followed.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, May 2, 1917, concurred in by Mr. Commissioner McLean. 23 *Can. Ry. Cas.*, 31.

REGINA BOARD OF TRADE V. CANADIAN PACIFIC RAILWAY COMPANY.

Carriers may in their discretion meet water competition by reducing tolls; they may also in their discretion restore tolls to a normal basis when water competition ceases.

Dominion Millers Association v. Grand Trunk and Canadian Pacific Ry. Cos., 12 *Can. Ry. Cas.*, 363, at p. 368, followed.

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The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by Assistant Chief Commissioner Scott, May 3, 1917. 22 *Can. Ry. Cas.*, 315.

MIDLAND RAILWAY COMPANY OF MANITOBA V. GRAND TRUNK PACIFIC RAILWAY COMPANY.

Ownership of a block of land and approval of a plan of railway located thereon do not give seniority at the place of crossing over another railway whose location plan was approved and line built prior to the construction of the first-mentioned railway upon a new location on another portion of the same block of land.

The Assistant Chief Commissioner, dissenting, was of opinion that the ownership of the land with the right to build a railway thereon gave seniority.

Canadian Northern Ry. Co. v. Canadian Pacific Ry. Co. (Kaiser Crossing Case), 7 *Can. Ry. Cas.*, 297; *Grand Trunk Pacific Ry. Co. v. Canadian Pacific Ry. Co. (Nokomis Crossing Case)*, 7 *Can. Ry. Cas.*, 299; *Canadian Northern Ry. Co. v. Canadian Pacific Ry. Co.*, 11 *Can. Ry. Cas.*, 432; *City of Edmonton v. Calgary and Edmonton Ry. Co.*, 16 *Can. Ry. Cas.*, 420, at p. 423; affirmed, 53 *S.C.R.*, 406, at p. 415, 22 *Can. Ry. Cas.*, 182; *South Ontario Pacific Ry. Co. v. Grand Trunk Ry. Co. (Junction Cut Case)*, 20 *Can. Ry. Cas.*, 152, followed; *Grand Trunk Ry. Co. v. United Counties Ry. Co. (St. Hyacinthe Crossing Case)*, 7 *Can. Ry. Cas.*, 294; *Eric and Ontario Ry. Co. v. Niagara, St. Catharines and Toronto Ry. Co.*, 18 *Can. Ry. Cas.*, 29, distinguished.

The Board has jurisdiction to regulate the crossing of a provincial over a Dominion railway at the point of intersection.

Lake Erie and Northern Ry. Co. v. Brantford Street Ry. Co., 16 *Can. Ry. Cas.*, 244, at p. 245; *Attorney General for Alberta v. Attorney General for Canada (1915)*, *A.C.* 363, 19 *Can. Ry. Cas.*, 153; *City of London v. London Street Ry. Co.*, 19 *Can. Ry. Cas.*, 436, followed.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, May 3, 1917. 23 *Can. Ry. Cas.*, 80.

APPLICATION OF JAMES LYNCH FOR DAMAGES OR COMPENSATION FOR INJURY TO HIS PROPERTY IN CONNECTION WITH THE RAISING OF THE GRAND TRUNK RAILWAY COMPANY'S TRACKS ON PINNACLE STREET, BELLEVILLE, ONT.

The following complaint was made to the Board by property owner in connection with the raising of the Grand Trunk Railway Company's tracks on Pinnacle street, Belleville, Ont., when the Canadian Pacific and Canadian Northern Ontario Railway Companies' tracks were built into Belleville, namely:—

"The Canadian Northern Ontario Railway Company constructed its line of railway through the city of Belleville, Ont. In so doing, the company crossed Front and Pinnacle streets and took a northerly part of a coal shed and yard belonging to James Lynch. Mr. Lynch's property extends from Front street easterly to Pinnacle street. The roadway of the said railway is several feet higher than the level of the said city streets. The Grand Trunk Railway Company has a railway line running along the said Pinnacle street and near to the easterly boundary of Mr. Lynch's property, which is part of lot No. 13A, on the west side of said Pinnacle street. On account of the construction across Pinnacle street of the Canadian Northern Ontario railway, the Grand Trunk Railway has raised its railway opposite to Mr. Lynch's property. Mr. Lynch claims that he is entitled to compensation for injury to his property which results through the foregoing railway construction."

In so far as the Grand Trunk Railway Company was concerned, the position taken by it was that any elevation of its tracks made on Pinnacle street was done

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by the Canadian Northern Ontario and Canadian Pacific Railway Companies when their lines were carried across Pinnacle street. It was stated at the hearing that the effect of the embankment of the Canadian Northern Ontario Railway Company on Pinnacle street and the raising of the track of the Grand Trunk on Pinnacle street was that water runs into the coal shed and collects there and freezes; that the exit from the coal shed to Pinnacle street was alleged to have been altered so materially that its use had become less valuable.

Held, Commissioner McLean in his judgment, May 7, 1917, concurred in by Assistant Chief Commissioner Scott and Commissioner Goodeve, that the matters involved in the present application were before the arbitrators, who dealt with the matter of the taking by the Canadian Northern Ontario Railway Company of the lands of the complainant Lynch in their award dated March 25, 1914, and were considered by them, and that the Board, therefore, refused to take any action in the matter.

Re APPLICATION OF THE GRAND TRUNK RAILWAY COMPANY TO MOVE ITS DARLINGTON STATION.

It appeared that in or about the year 1905 the Grand Trunk Railway Company in order to improve the grades on its railway constructed a new line through a portion of the township of Darlington, some distance south of its existing line, and abandoned the old line; that Darlington station was situated on the portion of the abandoned line. The railway company informed the municipal council of the township of Darlington and the residents in the locality of the old Darlington station that it would establish a new Darlington station on the new portion of the railway, but that it required assistance from the municipality and the residents towards the construction of a suitable highway as an approach to the proposed station. This assistance was supplied, the highway built and the new Darlington station established at mileage 294-25. The Darlington station thus established did not prove remunerative to the company and the company applied to the Board for permission to move its station some distance west to mileage 296-35.

Held, Assistant Chief Commissioner Scott in his judgment, May 11, 1917, concurred in by Commissioner Goodeve, that the Grand Trunk Railway Company be granted leave to remove its station on condition that it first pay back all money supplied by any individuals towards the construction of the highway approach to the station; also that a further condition be imposed upon the company, that in the event of its station being moved it establish a flag station at the bridge which carries the first highway east of the present station over the railway tracks.

Re FREIGHT ACCOMMODATION, CANADIAN PACIFIC RAILWAY COMPANY'S STATION AT LESAGE, QUE.

Lesage is a flag station on the Mont Laurier branch of the Canadian Pacific Railway, and is about eight miles north of St. Jerome and about a mile south of Shawbridge, both St. Jerome and Shawbridge being agency stations.

After an inspection on the premises the Board's Inspector recommend that the freight shed at Lesage should be enlarged so that it be not less than 25 feet by 15 feet, inside measurements.

Held, Assistant Chief Commissioner Scott in his judgment, May 15, 1917, concurred in by Deputy Chief Commissioner Nantel, that the suggested arrangement of the Board's officer should be carried out and the additional accommodation furnished.

Held, Commissioner McLean, in dissenting judgment, that the increase in the size of the freight shed was premature.

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Re WESTERN GRAIN CROP, 1916.

Representations were made to the Board, from time to time, as to the urgent necessity of having the movement of the western grain crop for the year 1916, expedited. It appeared that the movement of the crop had been unsatisfactorily delayed owing to a variety of causes, the chief among which being ocean transportation, railway congestion in Eastern Canada and the United States, and general shortage of rolling stock throughout the country. It further appeared that the district which suffered most was that known as the Goose Lake, and which hauls to the Saskatoon elevator.

In connection with the movement of grain the Board recognized that under the Act the duty of the respective railway companies lies in the first instance to the shippers on their respective lines.

Held, Chief Commissioner Drayton in his judgment, May 15, 1917, concurred in by Assistant Chief Commissioner Scott and Commissioners McLean and Goodeve, that an Order should issue upon similar lines to the Order issued a year ago, *see 21 Can. Ry. Cas. 38*, under which the Grand Trunk Pacific must, so long as it can continue to do so and so long as the emergency exists, supply cars at the rate of 75 per day, and the Canadian Pacific 50 per day, to the Canadian Northern at the transfer track at Saskatoon, these cars to be taken into the Goose Lake district by the Canadian Northern, loaded and returned to the Grand Trunk Pacific and Canadian Pacific on the same basis as that applicable last year.

CANADIAN MANUFACTURERS' ASSOCIATION V. CANADIAN FREIGHT ASSOCIATION.

Ice-cream cones should be given a C.L. rating of third-class with a minimum of 16,000 pounds.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, May 16, 1917, concurred in by the Deputy Chief Commissioner and Commissioners McLean and Goodeve. *23 Can. Ry. Cas., 48*.

In re "FOLLOW LOT" RULE NO. 3, CANADIAN FREIGHT CLASSIFICATION.

In this complaint there was involved the denial by the railway companies of the benefit of the "follow lot" rule of the Canadian Freight Classification in connection with the publication of the commodity rates authorized in the *Eastern Rates Case*, and in connection, also, with the westbound transcontinental commodity rates which were made effective September 20, 1916. These tariffs carry the following new rule: "Rule 3 of the Canadian Freight Classification No. 16 will not apply in connection with rates named herein." or words to the same effect.

The classification rule referred to dealing with the "follow lot" rule reads, in so far as it is material, as follows:—

"When more than the minimum carload weight of freight classifying fifth-class or higher in carloads, and provided the classification minimum is not less than 20,000 pounds per car not exceeding 36 feet 6 inches in length, is shipped on the same day by one consignor, on one bill of lading, to one consignee at one destination, the established rate for a carload will apply on the entire consignment although it may be less than two or more full carloads, provided first car (or cars) is loaded to the classification minimum, in which event the balance shall be charged the carload rate, actual weight.

"This rule will not apply on traffic any portion of which is loaded in refrigerator, tank, or on flat or gondola cars."

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Held, Commissioner McLean in his judgment, May 18, 1917, concurred in by Assistant Chief Commissioner Scott, that Rule 3 should be amended as follows:—

(1) The words "provided first car (or cars) is loaded to the classification minimum" should be stricken out and replaced by the words "provided that such car, except the car carrying the excess, must be loaded to its visible or marked capacity."

(2) The words defining the classification minimum as being "not less than 20,000 pounds" should be stricken out and replaced by the words "not less than 24,000 pounds."

GRAND TRUNK RAILWAY COMPANY V. CITY OF HAMILTON.

A will devising a right of way to a certain class of individuals does not make a right of way, where it crosses a railway, a highway crossing; there being no evidence of the acceptance of a highway at that point by the municipality nor recognition of its existence by the railway company; the railway is senior to the highway at the point of crossing.

Village of Weston v. Grand Trunk and Canadian Pacific Ry. Cos. (Denison Avenue Crossing Case), 7 Can. Ry. Cas., 79; *Town of St. Pierre v. Grand Trunk Ry. Co. (Simplex Avenue Crossing Case)*, 13 Can. Ry. Cas., 1; *City of Montreal v. Canadian Pacific Ry. Co.*, 18 Can. Ry. Cas., 50, followed.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, concurred in by Mr. Commissioner McLean and Mr. Commissioner Goodeve, May 22, 1917. 22 Can. Ry. Cas., 442.

Re STATION ACCOMMODATION AT ENTERPRISE, CANADIAN PACIFIC RAILWAY COMPANY.

It appeared that when the Canadian Pacific Railway Company was building its Lake Shore line under the charter of the Campbellford, Lake Ontario and Western Railway Company, it secured the approval of a location of a station on lot 27, concession 8, township of Camden; that no station, platform, or other shipping facilities had been supplied by the company, and the township of Camden applied to the Board for an Order directing the company to build a suitable station at Enterprise, which was the name decided upon for the station by the company, and to install a regular agent.

Held, Assist. Chief Commissioner Scott in his judgment, May 22, 1917, concurred in by Commissioner Goodeve, that from the estimates furnished of the probable business he was unable to say that the revenues of the company would amount to \$15,000 a year, the minimum of revenue fixed by the Board when ordering the installation of an agent at a station in the western provinces.

Held, further, that the company should erect a platform 100 feet long with one of the company's No. 6 station, containing waiting room and freight shed, and erect a two-pen stockyard with loading pen and chute, and also provide a road leading to the team track wide enough for a wagon to turn upon.

Re LOCATION OF THE GRAND TRUNK RAILWAY COMPANY'S STATION AT ORILLIA.

It appeared that by an agreement, dated February 1, 1871, made between the Toronto, Simcoe & Muskoka Junction Ry. Co.—now the Northern division of the Grand Trunk—and the village of Orillia, the municipality gave a grant to the railway company of \$12,500 and the railway company, among other things, agreed to erect and maintain a passenger and freight station upon grounds fronting on King street, on Gardner's survey, within the limits of the said corporation, with the centre line of the

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station ground on the centre line of Peter street, produced south, and also the company should work and run the said railway, during the present year, from the said station in regular traffic connection with the town of Barrie and the city of Toronto. The station was actually established on the location fixed by the said agreement, but was subsequently abandoned.

Held, Assistant Chief Commissioner Scott in his judgment, May 23, 1917, concurred in by Commissioner Goodeve, that the Board could not fix the details of the layout at Orillia without giving the railway company an opportunity to submit further plans. Held further that the new passenger station should be located adjacent to the end of Peter street and that a plan showing the station as determined by the Board and the location of other facilities and tracks that will be most convenient, be filed with the Board.

TOOLS—ICING—ONTARIO FRUIT GROWERS' ASSOCIATION AND PACKING HOUSE COMPANIES V. CANADIAN FREIGHT ASSOCIATION.

Railway companies should not profit by shipments handled except as carriers. The tolls for in-transit icing of refrigerator cars should be made up on the basis of the average actual cost of the ice and the placing thereof upon the cars. Upon an analysis of the different cost factors the proposed increase in the icing tolls is not justified.

Ontario Fruit Growers' Association v. Canadian Pacific Ry. Co. (Canadian Freight Association) (Fruit Growers case) 3 Can. Ry. Cas., 430, at pp. 431-2, followed.

The tolls on salt in refrigerator cars, owing to the gradual development of its use in connection with the packing industry, have been treated as an incident of its refrigeration and it is claimed is properly included in the icing toll therefor. The carriers have justified the toll for salt, over and above a toll for icing, in the tariffs of tolls now in force.

Ontario Fruit Growers' Association v. Canadian Pacific Ry. Co. (Canadian Freight Association) (Fruit Growers Case), 3 Can. Ry. Cas., 430, distinguished.

The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by the Chief Commissioner and Assistant Chief Commissioner, and dated May 23, 1917, 22 *Can. Ry. Cas.* 98.

CITY OF HAMILTON V. HAMILTON RADIAL ELECTRIC RAILWAY COMPANY.

When it is sought to open a highway across a railway, there must be evidence of intention to dedicate by the owner, acceptance by the municipality, user by the public, and expenditure of public money to keep the proposed highway in repair and fit for use to bring it within the category of a public highway under the Municipal Act, R.S.O. 1914, chapter 192, section 432. Without such evidence the proposed highway is junior to the railway and under the senior and junior rule the whole of the expenditure required will be placed on the applicant.

Gooderham v. City of Toronto, 25 S.C.R. 246, distinguished.

The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by Assistant Chief Commissioner and Mr. Commissioner Goodeve, May 25, 1917. 22 *Can. Ry. Cas.*, 438.

JORDAN CO-OPERATIVE COMPANY AND FRUIT GROWERS' ASSOCIATION V. CANADIAN EXPRESS COMPANY.

Where, after a thorough test of the extra car service ordered by the Board, the earnings on the express traffic from the points in question are unremunerative, being less than the operating costs, the Board directed that the service be discontinued.

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The facts are fully set out in the judgment of Mr. Commissioner McLean, May 28, 1917, concurred in by the Assistant Chief Commissioner and Commissioner Goodeve. *23 Can. Ry. Cas., 55.*

Re INTERSWITCHING, TOWN OF THOROLD AND GRAND TRUNK AND NIAGARA, ST. CATHARINES AND TORONTO RAILWAY COMPANIES AT THOROLD, ONT.

This matter was first brought to the attention of the Board on an application from the Thorold Board of Trade in 1909, for an Order directing the construction of an interchange track between the Grand Trunk and the Niagara, St. Catharines and Toronto Railways, but the application in connection therewith was allowed to lapse. A further application was made to the Board, under date of April 28, 1913, when, after hearing, the matter was referred to the Board's Chief Operating Officer for investigation and report. After the report of the said officer the matter was again taken up at a sittings of the Board held in Toronto July 10, 1916, but no evidence was submitted and the application was withdrawn subject to its renewal at a later date. The matter again came before the Board for consideration at a hearing held in the town of Thorold on April 12, 1917, when it appeared from the evidence that conditions had entirely changed since the previous applications of the town, the tonnage which had been estimated in the former application at about 2,300 cars having increased to about 16,000 cars per annum, representing an increase of about 700 per cent, of which, it was estimated, that about 3,000 cars would be subject to interswitching.

Held, Commissioner A. S. Goodeve in his judgment, May 30, 1917, concurred in by Assistant Chief Commissioner Scott, that on the figures submitted the town of Thorold was entitled to an interchange track, and that the Grand Trunk and Niagara, St. Catharines and Toronto Railway Companies should be asked to consult together and submit to the Board a plan of transfer track, together with an estimate of cost thereof. *See 24 Can. Ry. Cas., 21.*

JURISDICTION—OPERATION—CITY OF TORONTO V. CANADIAN NORTHERN RAILWAY COMPANY. (DON VALLEY SHUNTING CASE.)

Unless it can be established that a railway company in carrying on its undertaking authorized by Parliament upon its own property, in a manner which is calculated to do as little harm to adjacent owners as possible, is not exercising as much care as it might, to lessen the noise of operation, the Board has no jurisdiction to interfere. It is not incumbent upon the Board to summon offending parties before the court of the province for violation of its own order and a municipal by-law regulating the emission of smoke from railway locomotives.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated May 31, 1917. *21 Can. Ry. Cas., 452.*

VILLAGE OF THAMESVILLE, "ET AL." V. GRAND TRUNK RAILWAY COMPANY.

At the crossing in question, where there are four tracks and considerable shunting traffic, protection by an electric bell is not so satisfactory as at crossings where there are fewer tracks and less shunting, and the Board directed protection by gates, operated night and day, apportioning the costs of installation as follows: township of Howard, 10 per cent; village of Thamesville, 15 per cent; Grand Trunk Ry. Co., 55 per cent; and Railway Grade Crossing Fund, 20 per cent; the township, the village and the railway to bear 10 per cent, 15 per cent and 75 per cent respectively of the costs of maintenance and operation, the statute not permitting anything to be given towards the costs of maintenance and operation from the fund.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, May 31, 1917, concurred in by Mr. Commissioner Goodeve. *23 Can. Ry. Cas., 33.*

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FARM CROSSING—LUSTY V. PERE MARQUETTE RAILWAY COMPANY.

A provision in a deed of lands taken for right of way by a railway company, that the consideration is to include full compensation and indemnity for all damages or injury to the property by reason of the railway, does not constitute a relinquishment of the right to a farm crossing over the railway lands.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated June 21, 1917. *21 Can. Ry. Cas. 93.*

CITY OF CHATHAM AND CHATHAM BOARD OF TRADE V. CANADIAN PACIFIC RAILWAY COMPANY.

It is not unjust discrimination nor undue or unreasonable prejudice or disadvantage under sections 315 (5), 318, for a carrier to charge lower than normal toll from the point of shipment to a destination point owing to effective water competition, than on shipments from the same point to an intermediate point where such competition is not effective.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, concurred in by Mr. Commissioner Goodeve, June 22, 1917. *22 Can. Ry. Cas., 391.*

Re APPLICATION HUBERT BOURASSA FOR CATTLE PASS, GRAND TRUNK RAILWAY.

This was an application by one Hubert Bourassa, of the parish of Laprairie, in the province of Quebec, the owner of lot 379 in said parish, for a cattle pass under the right of way of the Grand Trunk Railway Company.

It appeared from the evidence that when the railway was constructed the applicant's farm was crossed diagonally and divided into two large plots, and a cattle pass was established under the right of way. It further appeared that for over sixty years, and as late as 1916, this cattle pass had been repaired and rebuilt by the company, when necessary, but that recently it had been closed by the company against the wishes of the applicant. The company contended that the cattle pass in question never was a servitude within the meaning of the law, but was intended as a culvert for the drainage of surface water, and that if the applicant and his vouches used it as a cattle-pass, they did so without a title, and that without a title no servitude could be established in the province of Quebec. The company also contended that the Board has no jurisdiction, also that the farm was provided with a grade crossing, and if the Board should order the cattle-pass the cost of rebuilding the undercrossing should be borne by the applicant; also that the applicant had offered to sell his right to the culvert for the sum of \$600 which tended to show that the cattle pass was not absolutely necessary for the proper enjoyment of his farm.

Held, Deputy Chief Commissioner W. B. Nantel in his judgment, July 4, 1917, concurred in by Assistant Chief Commissioner Scott, that the width of 12 feet given to the culvert showed that it was not used principally for drainage, and that the right to the undercrossing was established and reserved by deed. Held further that the Board had jurisdiction to ascertain the existence of the right to a crossing as stated by the applicant, and that the existence of a level farm-crossing should not deprive him of his right to an undercrossing, which was manifestly of considerable value to him. The company were, therefore, directed and ordered to rebuild the cattle-pass as it was in existence under their railway track previous to the year 1916.

Held, Commissioner McLean in his judgment, July 13, 1917, that the application did not establish any reservation in the deed of the applicant in respect of the alleged undercrossing nor could the same be presumed from the evidence. Held further that the case did not fall within the amending section as to agreements, the only section under which jurisdiction could be exercised. Held further that the jurisdiction conferred upon the Board in respect of agreements is an extraordinary one and is in

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limitation of the ordinary jurisdiction possessed by the courts; that the Board could go no further than the jurisdiction so conferred; that the provincial courts had a wide jurisdiction in respect of the enforcement of agreements and that the opinion that the relief sought did not fall within the Railway Act did not interfere with the rights of the applicant, if any, which he might establish to the satisfaction of the provincial courts. *Sauvèr v. Perc Marquette, File 11191*, referred to.

The G. T. R. appealed from this decision of the Board to the Supreme Court of Canada but before the appeal was heard the parties came to an agreement and notice of desistment was filed by Bourassa.

Re APPLICATION OF THE GREAT NORTHWESTERN TELEGRAPH COMPANY AND THE CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH FOR AUTHORITY TO AMEND THE CONDITIONS ON THEIR TELEGRAPH FORMS.

This was an application made by the telegraph companies for an Order, under section 340 of the Railway Act, that the Board's Order No. 162, dated March 30, 1916, approving the conditions on the telegraphic forms used by telegraphic companies subject to the jurisdiction of the Board on which messages to be transmitted are to be written, be amended. The following conditions to be inserted thereon:—

"It is agreed that this company, or any other company, forwarding this telegram to reach its destination, shall not be liable for damages toward either the sender or the addressee arising from failure to transmit or deliver, or for any delay or error in the transmission or delivery of any unrepeatable telegram, whether happening from negligence of its servants or otherwise, or for delays from the interruptions in the working of its lines, for errors in cypher or obscure messages, or for errors from illegible writing, beyond the amount received for sending the same."

"To guard against errors, the company will repeat back any telegram for an extra payment of one-half the regular rate; and, in that case, the company shall be liable for damages suffered by the sender to an extent not exceeding \$200, due to the negligence of the company in the transmission or delivery of the telegram."

"Correctness in the transmission and delivery of messages can be insured by contract in writing, stating agreed amount of risk, and payment of premium thereon at the following rates, in addition to the usual charge for repeated messages, viz.: One per cent for any distance not exceeding 1,000 miles, and 2 per cent for any greater distance."

"This company shall not be liable for the act or omission of any other company, but will endeavour to forward the telegram by any other telegraph company necessary to reaching its destination, but only as the agent of the sender and without liability therefor. The company shall not be responsible for messages until the same are presented and accepted at one of its transmitting offices; if a message is sent to such office by one of the company's messengers, he acts for that purpose as the sender's agent; if by telephone, the person receiving the message acts therein as agent of the sender, being authorized to assent to these conditions for the sender. This company shall not be liable in any case for damages, unless the same be claimed, in writing, within sixty days after receipt of the telegram for transmission."

"No employee of the company shall vary the foregoing."

These amendments are asked by the telegraph companies so that the same conditions shall prevail between a telegraph company and the addressee of a message as are provided between a telegraph company and the sender; and also that the same con-

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ditions shall prevail in respect to the transmission of a message over connecting lines as are imposed between the sender and addressee and a telegraph company receiving the message for transmission.

Notice of the application was served upon the different Boards of Trade and commercial bodies; and, speaking generally, it was opposed by all of them who have paid any attention to the application.

The position taken by those opposed was that no limitation should be placed upon the liability of the telegraph companies, but that these companies should be liable for damages arising from any mistake, error, neglect, or delay in the transmission of messages that might occur.

Held, Chief Commissioner Drayton in his judgment, July 14, 1917, concurred in by Assistant Chief Commissioner Scott, Deputy Chief Commissioner Nantel and Commissioner McLean, that section 340 of the Railway Act does not enlarge the power of the companies to pass by-laws, regulations, etc., and that the telegraph company can only pass by-laws as may be necessary respecting the issue and transfer of shares and for the management of the affairs of the company generally; and that the Board was not prepared to hold that it had such a jurisdiction, although it would appear that the question could be covered by direct legislation by the Dominion in view of the decision in *Grand Trunk Railway vs. Attorney General of Canada (1907) A.C., 65*.

Held, further, that the application must be dismissed but that the companies should be given permission for a stated case for submission to the Supreme Court covering the different questions of law arising.

DOMINION MILLERS ASSOCIATION v. GRAND TRUNK AND CANADIAN PACIFIC RAILWAY COMPANIES.

The Board will not authorize an increase of remuneration in lake-and-rail tolls for the purpose of lessening a prohibitive "spread" between them and all-rail tolls of the same and other carriers between the same points, in order to induce part of the traffic to move all-rail and so to prevent the all-rail tolls from being "cut" by a carrier having no lake-and-rail route and desiring to participate in the traffic.

Having regard to the decision in the *Eastern Rates Case*, allowing an increase in general freight tolls east of Fort William (*ante*, p. 4) and the reasons for that decision, the Board held that reasonable increases in the tolls on grain and grain products east of Fort William should be allowed and approved revised tolls accordingly.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, concurred in by Mr. Commissioner Goodeve, July 17, 1917. *22 Can. Ry. Cas., 393*.

Re APPLICATION OF DEPARTMENT OF PUBLIC WORKS OF THE PROVINCE OF ONTARIO TO CONSTRUCT HIGHWAY ACROSS CANADIAN PACIFIC RAILWAY COMPANY'S TRACKS IN TOWNSHIP OF KIRKPATRICK, DISTRICT OF NIPISSING.

This was an application by the Department of Public Works of the province of Ontario to the Board for an Order directing the Canadian Pacific Railway Company to construct a crossing on the highway between lots 8 and 9, concession 5, in the township of Kirkpatrick, in the district of Nipissing, and province of Ontario. The question at issue between the parties was, who should pay for the construction of the crossing, it being urged by the railway company that it was senior to the highway and that, therefore, following the general rule of the Board in such case the applicant should bear the cost of the construction.

It appeared from the evidence that there are circumstances in connection with the title of the railway company to its right-of-way through the township of Kirkpatrick that were somewhat out of the ordinary, in as much as the title had not been acquired by purchase by the company from a private landowner, but by grant from the Dominion Government of certain lands transferred to that Government by the Ontario Government, subject to certain limitations and conditions.

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Held, Assistant Chief Commissioner Scott in his judgment, July 19, 1917, that as the railway company obtained the lands subject to the limitations contained in clause 2 of 59 Victoria, chapter 11, and that as it was not clear from the reading of the section whether it meant that the rights were to be existing or that the highways were to be existing at the passing of the Act, that the province of Ontario should get the benefit of the doubt and be declared senior to the railway company, and that the cost of constructing the highway should be borne by the company. 24 Can. Ry. Cas.

Held, Commissioner McLean in his judgment, July 27, 1917, that Provincial Act, 59 Victoria, chapter 11, and that the Orders in Council issued respectively in 1866 and 1901, should be construed as reserving the public right of highways, but conveying an absolute title in all respects.

Held, further, that section 2 of the Provincial Act, 59 Victoria, chapter 11, referred to the rights of the public possessed under any declaration or Order in Council made by any authority competent to create or reserve them and which continued to exist at the time the Act was passed; and that the Order in Council of 1866 was passed by a competent authority and was unrepealed in 1901.

Held, further, that the highway in question should be treated in the same manner as an ordinary unopened highway allowance is treated, and that the cost of opening should be placed on the railway company. 24 Can. Ry. Cas.

An appeal from the decision of the Board to the Supreme Court of Canada was dismissed.—Brodeur and Mignault, J.J., dissenting.

Re INTERFERENCE AT PORT HOPE BETWEEN THE CANADIAN PACIFIC AND GRAND TRUNK RAILWAY COMPANIES.

An interchange was authorized at Port Hope between the Canadian Northern Railway Company and the Grand Trunk Railway Company by Order of the Board, dated March 13, 1913. It appeared, however, that owing to the expensive nature of the work which the Canadian Northern Railway would have to undertake that the interchange was never constructed. In the meantime the Board had before it for consideration the question of the construction of interchange tracks between the Canadian Pacific and Grand Trunk Railway Companies.

Held, Assistant Chief Commissioner Scott in his judgment, July 21, 1917, concurred in by Commissioner Goodeve, that owing to the peculiar layout of the town of Port Hope, which prevented the Canadian Pacific Railway Company from constructing service tracks for the benefit of the Port Hope industries, and the necessity of the commercial industries to be in a position to have traffic handled by either route, that the interchange applied for should be granted, the entire cost of construction to be borne by the Canadian Pacific Railway Company.

APPLICATION OF THE CANADIAN CAR SERVICE BUREAU FOR APPROVAL OF REVISED CODE OF CAR DEMURRAGE RULES.—FILE 1700.

Judgment, Chief Commissioner Drayton, July 28, 1917, concurred in by Assistant Chief Commissioner Scott, Commissioner McLean and Commissioner Goodeve.

This application is one of great and widespread importance, affecting vitally as it does freight transportation.

The application having been received, some eighty odd notices were sent out on the Board's direction on May 25 to different Boards of Trade and other bodies vitally interested.

The application was listed for hearing at Victoria, Vancouver, and Nelson, British Columbia; Calgary, and Edmonton, Alberta; Saskatoon and Regina, Saskatchewan; Winnipeg, Manitoba; Fort William and Toronto, Ontario; Montreal, Quebec; and Ottawa, Ontario.

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These hearings commenced at the sittings of the Board held at Victoria on the 4th of June, and the last sitting was held in Ottawa on July 5, some ninety-one notices being issued by the Board to those interested for the Ottawa hearing alone.

Under the circumstances, the matter has been largely discussed and many submissions made both for and against the application.

Further opportunity was given the parties at the Ottawa hearing to submit more data, some of which has been received. It is, however, impossible to allow the matter to stand longer, having regard to the exigencies of public traffic and particularly to the movement of coal and fuel supplies.

Rule 1, as submitted for adoption, reads as follows:—

RULE 1.—CARS SUBJECT TO THESE RULES.

Cars held for, or by, consignor or consignee, for loading, unloading, forwarding directions, or for any other purpose.

Exceptions.

- (a) Private cars (loaded or empty) on private tracks of car owner.
- (b) Empty private cars stored on carriers' or private tracks.
- (c) Cars containing freight for transshipment to vessel, when moving on through bill of lading and held at railway terminal awaiting boat.

There is no objection to this rule. It embodies previous practice.

At the hearing, it was contended by the railways that subsection (c) should be struck out. Mr. Watts, on behalf of the grain shippers, objected, and desired the retention of the clause.

The object of the railways sought to be served by dropping the subsection was to make sure that their right of charging other carriers for delays was not taken away from them.

These car demurrage rules are rules affecting entirely the situation as between the carrier and shipper or consignee. They do not attempt to deal with rights one way or the other between different carriers, whether by land or water, and the declaration contained in the subsection cannot, in my view, affect any existing right of the railways as against intermediate or other carriers, whether of land or water. On the other hand, it is manifest that the shipper or consignee ought not to be subject to demurrage arising out of the default of an intermediate or terminal water carrier; and the section should stand.

Rule 2, as submitted, reads:—

“RULE 2.—NOTIFICATION.

(a) The consignee shall be promptly notified in writing, or as otherwise agreed to by carrier and consignee, of the arrival of his freight, and shall be held to have been notified when notice has been sent, or given. If notice be mailed, consignee shall be held to have been notified at seven o'clock a.m. following the date of mailing.

(b) Delivery of all cars upon private sidings, or industrial interchange tracks, will constitute notification thereof to consignee.

(c) In all cases where notice is required, the removal of any part of the contents of the car by consignee shall be considered notice thereof.”

Subsection (a) does not give sufficient particulars to enable the consignee to identify car and contents. All possible information ought to be given by the railway company in the interests not only of the consignee, but in the interests of the rapid movement of freight and clearance of terminals.

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Of course, under general practice, where the consignee or his carter is not aware of the exact spotting of car, the railway companies readily give information. This, however, is not covered by the rule. The consignees ask for it. In my view they are entitled to it; and I am also of the opinion that if there is any delay in giving this information for which the carrier is responsible, the time lost should be added to the free-time allowance. I would, therefore, substitute the following for subsection (a):—

(a) Notice shall be sent or given consignee by carrier's agent in writing, or as otherwise agreed to in writing by carrier and consignee, with all dispatch after arrival of car and billing; such notice to contain point of shipment, car initials and number and the contents, also the initials and number of the original car if transhipped in transit. If notice is mailed consignee shall be held to have been notified at 7 o'clock a.m. following the date of mailing.

The carrier shall notify the consignee or his carter on application where his car has been placed for unloading. Any time within the free time allowance lost to the consignee in so doing for which the carrier is responsible shall be added to the free-time allowance.

Subsection (b) as drafted is not complete, but has to be read in connection with rule 7, which provides, among other things, for "constructive placement" in cases where delivery on private sidings cannot be made.

The subsection should be made complete; and I would substitute the following for it:—

(b) Delivery of cars upon private sidings or industrial interchange tracks shall constitute notification thereof to consignee. If such delivery cannot be made owing to such tracks being fully occupied, or from any other cause beyond the control of the carrier, written notice of readiness so to deliver shall be given and shall constitute notification to the consignee for the purposes of these rules, in which case the free time shall be computed from 7 a.m. of the first following day.

I would approve of subsection (c) as it is submitted.

The next rule submitted for approval is rule 3, which reads as follows:—

"RULE 3.—FREE TIME ALLOWANCE.

(a) Twenty-four hours (one day) after notice of arrival (exclusive of Sundays and legal holidays) will be allowed for any or all of the following purposes, if necessary:—

(1) For clearing customs.

(2) For reconsignment or re-shipment in same car.

(3) When cars are held in transit for inspection or grading; stopped in transit to complete loading, to partly unload, or to partly unload or partly reload, when such privilege of stopping in transit is allowed in the tariffs of the carriers.

(b) Forty-eight hours (two days) free-time (exclusive of Sundays and legal holidays) will be allowed for loading or unloading all commodities.

Exceptions.

(1) Twenty-four hours free-time only will be allowed for loading grain at stations Port Arthur and west thereof.

(2) Five days free-time shall be allowed at Montreal, and at tide water ports, for unloading lumber and hay for export.

(3) Manufacturers, lumbermen, miners, contractors, and others, who have

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their own motive power and handle cars for themselves or others, shall be granted additional allowance of the time necessary for them to do the switching to and from the designated interchange tracks, not to exceed twenty-four hours."

The adoption of the above rule would work a very radical change in that free time allowed for all public team-track delivery would be shortened twenty-four hours.

The rule submitted is, in effect, the American rule. The old practice, in addition to allowing this initial twenty-four hours for the purposes above set out, also extended to the payment of charges and the giving of orders for special placement or delivery.

Conditions in Canada do not permit the adoption of this proposed rule. While the Canadian Pacific can place cars on team-tracks without first receiving any specific order, owing to the fact that their terminals are arranged in such a manner as to permit this, the Grand Trunk cannot.

Under the rule in the States, a car, unless placement orders have already been given, is placed at any point in the terminal where it is accessible for unloading. Under the American practice, if the consignee then desires to have the car spotted elsewhere, a replacement or reswitching charge is levied.

Take the Grand Trunk's position for example. This company's freight from the west is held at Mimico, and notification is given the consignees when it is there received. Placement in Mimico is not of the slightest use to the Toronto consignee; it cannot in fairness be looked upon as a placement in fact for unloading.

The twenty-four hours time now allowed, in my view, must be continued. It is impracticable to have one rule for the Canadian Pacific and another rule for the Grand Trunk; and the general conditions forbid the adoption of the rule as submitted in Canada in this regard.

In my view, cars would not be the more speedily released. The only effect would be to enable the railways to exact further tolls from the public. On the other hand, the adoption of the rule would be prone to add to existing congestion. The additional time is not necessary for payment of charges.

I would, therefore, adopt section (a) as submitted, and subsection (1), adding as a new subsection, the following:—

(2) In the case of consignees not served by private sidings or industrial interchange tracks, to give orders for special placement.

I would also approve of subsections (2) and (3) as submitted; but they would now become subsections (3) and (4).

The railways in the past have charged demurrage when this initial twenty-four-hour period, as granted for this specific purpose, has been exceeded.

In some instances, consignees have objected, on the ground that the effect of the initial twenty-four hours really gave them seventy-two hours within which to release the car, and that it made no difference one way or the other so long as the car was in fact unloaded and released in seventy-two hours, whether customs had been cleared or placement orders given on the second instead of the first day.

The companies' contention, of course, was that there was only twenty-four hours allowed for this specific purpose.

Of course, demurrage ought to be charged in cases where consignee desires to take advantage of the privilege. Forty-eight hours was the time fixed for unloading. To this period the twenty-four hours has been added for these specific purposes, but only for these specific purposes. There is, therefore, a strong reason why the customs should be cleared and placement orders given within the first twenty-four hours. The cars have then been but recently received, and they are at the more convenient situation for placement. If placement orders are, as a matter of fact, held over until the next day, although the unloading itself may not be delayed, terminal congestion is, never-

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theless, increased, as a fresh lot of cars have been brought into the terminal in the second twenty-four hours, necessitating more switching and more shunting, so that the car held during the prior period loses its position of advantage in so far as placement is concerned.

The real object to be attained is, of course, the quick release of cars, and it would be very unfortunate if in cases where cars could be the more readily released the full time which is given to cover all operations was consumed by consignees who did not require it.

So as to remove doubt in the future, I would add as a new subsection, the following:—

(5) If the twenty-four hours allowed for the above-mentioned purposes are exceeded, demurrage shall be charged.

Section (b) changes the former practice. The old rule allowed twenty-four hours additional free-time for unloading coal, coke, and lime in bulk, and for loading or unloading the following descriptions of lumber only, namely: boards, deals, and scantlings.

The new rule is subject to much contention. While shippers and consignees generally complain of lack of proper railway transportation, lack of cars, and terminal facilities, coal dealers and lumber dealers, generally, strongly object to their free time being cut down to the level of the ordinary trader.

As the matter stood, the coal dealer might be entitled to:—

1. 24 hours for customs.
2. 24 hours for placement.
3. 72 hours for unloading.

The Toronto coal dealers, represented by Mr. Harrington, are most insistent on retaining the time. The larger coal dealers having mechanical plants have not objected to the proposed rule. It may be observed that the bulk of Toronto's coal traffic is carried by the larger dealers, who have installed proper and modern appliances. There is no complaint made by the railways in connection with them. On the other hand, the Standard Fuel Company have stated that their practice is to unload cars between shunts. It may also be observed that these modern appliances, located as they are on private sidings, do not require the twenty-four hours for placement, which is continued in case of the smaller operator.

Toronto is dependent upon American coal, and much of that coal is carried in American cars; and the American railways have taken the position that an unnecessary length of time is allowed for unloading their cars in Canadian territory, and that it should be cut down to the same basis as that in the United States.

Since the hearing a delegation from Toronto called complaining of the bad effect of the present demurrage rules, and desired that the matter should be taken up by the Board, and such rules adopted as would ensure prompt release of cars and discourage speculation in coal car-lots in terminals. They favoured the adoption of the tariff and time placed in effect during the period of congestion last winter.

There is no doubt that a quicker movement is in the interests of the public, and particularly in the interests of the public of Ontario. This interest is none the less existent in the more isolated cases of dealers who have not proper plants, and the charge will bear heavily upon them.

The railway records undoubtedly in themselves show many terminal delays owing to congestion and lack of facilities; but the suggestion that because of this fact the railways ought not to get demurrage, and that the movement ought not to be speeded up at the expense of delinquent dealers, owing to the delinquencies of the railways themselves, loses sight entirely of the one predominating consideration, and that is the interests of the public and the securing of a maximum efficiency from transportation facilities.

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To illustrate the necessity of a more effective demurrage charge the railway records show a car of coal arriving in Toronto on May 14. The consignees released the car from bond on May 16, and sold it. On May 18 the car was switched to the private siding of the purchaser. It there remained under load until July 7, when it was again sold and \$40 demurrage for delay on the siding paid. On July 22 the car was still loaded, the second purchaser claiming that he was unable to unload owing to inability to get labour.

The same firm of consignees had another car which arrived in Toronto, May 12. They released the car from bond on May 18, when they sold it. On the same day it was placed upon the purchaser's siding. In like manner, it remained under load until July 7, when it was sold and then again re-sold. Forty dollars was again paid for holding the car on the siding of the first purchaser; and then the car, owing to the fact that the last purchaser had a siding at West Toronto, was switched out by the Grand Trunk to the C. P. R. for West Toronto placement on July 9.

It should not be understood for a minute that these cases show the general practice. The very large majority of Toronto coal dealers have done their best to facilitate the movement of coal; but at a time like the present no system can be tolerated which permits occurrences such as those above set out to continue.

I would adopt the new subsection (b) as submitted.

Subsection (1) of the "Exceptions" is not a matter which this Board deals with at all—it is covered by the Grain Act. I would, however, substitute the following for the subsection submitted:—

(1) In the portion of Canada, Port Arthur and west in which the "Canada Grain Act" applies, twenty-four hours free time only will be allowed for loading grain.

Exceptions number (2) and (3) carry out past practice. I would adopt them. Rule 4 as submitted for approval is as follows:—

"RULE 4.—COMPUTING TIME.

(a) On cars held for loading, time will be computed from the first 7 a.m. after placement, until loading is completed, and proper billing instructions furnished except that on cars placed for loading grain at stations Port Arthur and west thereof, free-time will be computed from the hour cars are placed at shipper's disposal on siding.

(b) On cars held for disposal (see rule 3-A) time will be computed from the first 7 a.m. after the day on which notice of arrival is sent, or given to the consignee.

(c) On cars held for unloading, time will be computed from the first 7 a.m. following placement on public delivery tracks, provided notice of arrival has been sent, or given to the consignee.

(d) On cars to be unloaded on private delivery tracks, time will be computed from the first 7 a.m. after actual or constructive placement on such tracks.

(e) On cars to be loaded or unloaded on tracks of manufacturers, lumbermen, miners, contractors, or others, who have their own motive power and handle cars for themselves or others, time will be computed from the first 7 a.m. following actual or constructive placement on the interchange tracks until returned thereto. Cars returned loaded will not be recorded released until billing instructions and other necessary data furnished.

(f) When empty cars are placed for loading on orders, and are not used, demurrage will be charged from the first 7 a.m. after placement until released without any free-time allowance.

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(g) When an empty foreign car is placed for loading via a specific route so as to protect ownership of car, according to Car Service Rules, and same is not so loaded, demurrage will be charged until car is unloaded without any free-time allowance.

(h) Time lost to the shipper or consignee through switching of cars, or any other cause for which the railway company is responsible, shall be added to the free-time allowance.

(i) In computing free-time, Sundays and legal holidays will be excluded. After expiration of the free-time demurrage shall be charged for Sundays and legal holidays. The exemption for holidays does not include half holidays."

Subsection (a) should be changed by striking out the words "from the hour cars are placed at shipper's disposal on sidings"; and substituting therefor the words "under the provisions of the Canada Grain Act."

With this change, I would adopt the whole of this rule, with the exception of subsection (i). Subsection (i) changes the practice entirely. Under the old practice, in computing free-time Sundays and legal holidays were, of course, excluded. Under the new proposal they are also excluded; but, under past practice, Sundays and legal holidays were also excluded from the time for which demurrage was charged.

Cars cannot be unloaded either on Sundays or on legal holidays. To include them in demurrage time is merely adding an extra penalty for an ordinary default. There can be no justification for it. Ordinary defaults will be fully covered by the scale of demurrage which I think ought to be adopted. Under these circumstances, I would change subsection (i) to read as follows:—

(i) In computing free-time or demurrage time, Sundays and legal holidays will be excluded. The exemption for holidays does not include half holidays. Rule 5, as submitted for approval, reads as follows:—

" RULE 5.—WEATHER INTERFERENCE.

" If wet or inclement weather, according to local conditions, renders loading or unloading impracticable during business hours, or exposes the goods to damage, the free-time allowance shall be extended so as to give the full free-time of suitable weather. But if the cars are not loaded or unloaded within the first forty-eight hours of suitable weather no additional free-time shall be allowed.

" This rule shall not absolve shipper or consignee from liability for demurrage, if others similarly situated and under same conditions, load or unload cars."

The first paragraph of this rule covers existing practice. I would allow it.

The second paragraph, which prevents shippers or consignees taking advantage of bad weather conditions if other consignees do not want to, is new.

I do not think the new paragraph should be allowed. I see no reason why, because one shipper chooses to take chances and possibly injure his goods, that all other shippers have to do the same. The question in each case ought to be the question of fact as to whether or not weather conditions were such as to render loading or unloading impracticable, or as to expose the goods in question to damage.

The rule as drafted does not cover bulk commodities frozen in transit. It is but fair to say that the old rule also did not. There is, however, some times very real difficulty in connection with bulk freight so frozen. It is extremely difficult to remove

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crushed stone, coal, or ore from hopper cars if the contents become solidly frozen. In my view, a further section should be added to cover this difficulty, as follows:—

(b) Should hulk freight be so frozen in transit or before placement as to render unloading impossible within the prescribed free time, such additional time shall be granted as may be necessary.

Rule 6 submitted for approval reads:—

“RULE 6.—BUNCHING.

“When, as the result of the act or neglect of any carrier, cars originating at the same point destined for one consignee at one point and moving via the same route are delivered or tendered at destination in accumulated numbers, the consignee shall be allowed such free time as he would have been entitled to had the cars been delivered or tendered in same number per day as were shipped per day. Claim must be presented in writing to carrier's agent within fifteen days, accompanied by written statement of all cars involved in alleged bunching, with date and point of shipment of each, as evidenced by bills of lading.”

More or less discussion has taken place in connection with this rule. The National rule seems to have worked out well—perhaps it is a little clearer. Shippers and consignees have asked the adoption of the National Demurrage Rule in force in the United States. The National rule dealing with the subject reads as follows:—

“1. *Cars for loading.*—When, by reason of delay or irregularity of the carrier in filling orders, cars are bunched and placed for loading in accumulated numbers in excess of daily orders, the shipper shall be allowed such free time for loading as he would have been entitled to had the cars been placed for loading as ordered.”

“2. *Cars for unloading or reconsigning.*—When as the result of the act or neglect of any carrier, cars destined for one consignee at one point, are bunched at originating point, in transit, or at destination, and delivered by the carrier line in accumulated numbers in excess of daily shipments, the consignee shall be allowed such free time as he would have been entitled to had the cars been delivered in accordance with the daily rate of shipment. Claim to be presented to carrier's agent within fifteen (15) days.”

I would adopt the National Demurrage Rule.

Rule 7 submitted for approval is as follows: —

“RULE 7.—PLACEMENT.

(a) “Actual Placement” is made when a car is placed in an accessible position for loading or unloading.

(b) (1) Delivery of cars to private sidings or industrial interchange tracks shall be considered to have been made when such cars have been placed thereon, or would have been placed but for some condition for which the consignee is responsible. When cars cannot be so placed, the carrier's agent shall notify the consignee that he has been unable to deliver cars because of the condition of the private siding, or interchange tracks, or because of other conditions attributable to the consignee. This will be considered “Constructive Placement.”

(2) If an authorized employee upon a railway which performs switching services gives notice that such railway is unable to receive cars for private

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sidings, owing to conditions for which shippers or consignees are responsible, then any other railway company having cars for such consignee shall so advise them, and the car service toll shall be charged until the cars on such private sidings have been unloaded or loaded, as the case may be, or until such sidings have been otherwise cleared.

(c) When delivery cannot be made on specially designated public delivery tracks on account of such tracks being fully occupied, or from any other cause beyond the control of the carrier, the carrier shall send or give the consignee notice in writing, or as otherwise agreed to by carrier and consignee, of its intention to make delivery at the nearest point available, to the consignee naming the point. Such delivery shall be made, unless the consignee shall before delivery indicate a preferred available point, in which case the preferred delivery shall be made.

I would adopt section (a) as it stands, and section (b) as it stands, with the addition of the words "in writing" after the word "consignee" in the fourth line.

Mr. Walsh, of the Canadian Manufacturers' Association, objects strongly to subsection (2) of (b) as not being sufficiently explicit, and not making clear that the switching company is the company to look after the matter of demurrage thus arising. He asks that the paragraph should be struck out entirely and that the following paragraph be added to section (b):—

This will apply to such cars which consignees located on switching line are unable to receive and which, for that reason, the switching line is unable to receive from the carrier line. The carrier line will advise the switching line of point of shipment, car initials and number, contents and consignee, and if transferred in transit the initials and number of the original car. The switching line will notify consignee and put such cars under constructive placement.

I would give effect to Mr. Walsh's submissions; and, as a result, would strike out subsection (2) of (b) entirely, leaving (b) with but one section.

Section (c) carries on existing practice, and there is no objection to it.

Rule 8 as drafted is as follows:—

RULE 8.—CUSTOMS RESPONSIBILITY.

Demurrage charges shall not be collected from the consignee for any delays for which the customs officials may be responsible.

Consignees object to this rule as drafted. They point out that delays have occurred owing to the acts or omissions of government inspectors other than customs officials, and that they also might occur from mistakes made in the manifest issued by the railway companies themselves.

The last case would appear to me to be a railway error; so in that event demurrage would not be collected. There is no reason, however, why the matter cannot be made clear. I would change the rule, striking it out, and making it read as follows:—

RULE 8.—CUSTOMS OR INSPECTION DELAYS.

Demurrage charges shall not be collected from the consignee for any delays for which Government or railway officials may be responsible.

Rule 9 as submitted reads:—

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RULE 9.—CHARGE.

After the expiration of the free time allowed, a demurrage charge of three dollars (\$3) per car per day, or fraction of a day, will be made until car is released.

I am not at all in favour of the railway proposal of \$3 a day. There are cases, and always will be cases, where the greatest diligence is sometimes attended with delay. The man who is trying to do his best ought not to be unduly penalized. I agree that the greatest number of delays to cars of necessity occur on the day first after the free time; but I am firmly convinced that the delays which are really unnecessary, many instances of which have been brought before the Board, are delays which extend until well beyond this first day and for a week and more afterwards.

The general American rule now in force is that the first and second days are allowed for unloading free; for the third, fourth, fifth, sixth, and seventh days that the car is held in the consignee's possession a charge of \$2 a day is made; and for each day thereafter a charge of \$5 a day is made.

The result is that for the first week, under this rule, that the car is held for unloading a charge of \$10 in all is made. The rule proposed by the Canadian carriers would result in a charge of \$15.

With much deference, I think the holding of a car on the third day ought not to be considered in the light of a penalty. Some charge, of course, has to be made; but to my mind there is no doubt that a heavier charge ought to be made for a delay on the sixth day than for a delay on the third. The object, as I see it, is not to penalize the man who is desiring to do business as quickly as he can, but to penalize the man who is persistently holding cars over the prescribed free period or turning them into temporary warehouses.

I would, during the war, adopt the following scale:—

1st and 2nd days to be free.

For the 3rd day a charge of \$1 to be made.

For the 4th day a charge of \$2 to be made.

For the 5th day a charge of \$3 to be made.

For the 6th day a charge of \$4 to be made.

For the 7th day, and all days thereafter, a charge of \$5 per day to be made.

This tariff ought to release cars quickly. Under it, the car held for seven days would be subject to a charge of \$15, as against \$10 under the American tariff, although for three days, which is the period covering most cars, the charge would be but \$1 as against \$2 in the States; and for four days, \$3 as against \$4.

It may be thought that the tariff is specially severe. It ought never to be applied. I am confident that with diligence all cars can be unloaded, if not within three, certainly within four days; and if by reason of some special circumstances the consignees may find themselves in an unfortunate position, it is infinitely better that the individual should suffer rather than the whole. Traffic must be speeded up, and coal must be got into the country.

Rule 10, as submitted for approval, is as follows:—

RULE 10.—NON-PAYMENT.

If payment of demurrage charges properly due on cars held on public delivery tracks be refused, delivery of only the car or cars on which such charges are due shall be withheld, by means of sealing or locking, or by placing where such cars shall not be accessible.

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If the owners or users of private tracks, or the owners of industrial tracks referred to in rule 4, refuse to pay any charges which may already be due, delivery of cars to such sidings or tracks shall be suspended, and delivery shall be made on any available public team track until such charges have been paid.

This rule embodies past practice. I would approve it.

The matters of reciprocal and average demurrage have again been proposed.

There is, of course, no room for doubt that the public could not get a proper railway freight service last winter. Many shippers were unable to get cars, and when they got cars were unable to get a movement except after very great and vexatious delays; and many consignees were unable to get their freight, although shipped and in the hands of the railways. Not only did great inconvenience result, but unquestionably in many instances great loss. Anything which can be done to hasten the movement of freight ought to be undertaken, and if either reciprocal or average demurrage, or both would hasten the movement, they ought to be adopted. If it is not clear that the adoption of this arrangement would produce this result; and if, on the other hand, their adoption, particularly at a time of congestion and stress, would merely add to an already highly complicated situation, it is equally obvious that they should not be now adopted.

While it is true that the public have suffered as indicated owing to railway congestion, it is also true that the railways themselves have suffered similarly.

The greatest delays and the greatest number of complaints made by shippers and consignees occurred during last winter.

As a general thing, it is certainly admitted that railway managements are anxious to make just as much money from their undertakings as they can. Complaints against railways as a rule are based upon the proposition that the companies are unduly anxious to make money, rather than unduly anxious to lose it; and the congestion worked in turn similar and perhaps greater loss to the companies.

In Ontario, as a result of the congestion in February last, the freight business of the Canadian Pacific was actually 15.58 per cent less than the business of February, 1916, while the Grand Trunk's decrease amounted to no less than 39.37 per cent. The decreases in the Quebec district were greater, the Canadian Pacific's being 25.82 per cent and the Grand Trunk's 48.5 per cent.

It must be borne in mind that these decreases occurred at a time when a tremendous amount of freight was offered both systems. Neither company certainly had to solicit it; but, on the other hand, both companies were refusing it. The money was there for them to earn if they could possibly earn it. The actual performances resulted in loss of freight earnings amounting in the aggregate to great sums of money to both systems.

The reciprocal demurrage asked would call for a penalty of \$1 a day for delays in placing cars in terminals, the companies being allowed forty-eight hours within which to place cars after notification without penalty. At the expiration of this time, the companies would be subject to \$1 a day fine, or whatever fine the Board might raise the request for, for each day the movement was in default.

The possible losses to the companies under such a plan would be entirely infinitesimal as compared to the actual losses incurred. The incentive to service which a demurrage penalty would afford would be indeed small as compared to the incentive the companies would already be under.

There is a grave possibility that cars, instead of being promptly reported, would be held up by the yardmaster until he was ready to spot his cars. After all, we are all human; and the railway official, having it in his own hands to show a good performance in his terminal, would certainly be much tempted to hold cars and car notifications until beyond all question the cars could be placed without delay. This

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would not increase the general movement, but greatly delay it. In my view, the railways should send their notices with all possible despatch after the receipt of cars, and cars should be placed just as soon as possible, without waiting for the expiration of 24-hours, 48-hours, or any other period.

Toronto was probably the worst point in the country last winter in so far as spotting cars was concerned. The Board made arrangements under which a special official was appointed to keep track of all orders, and see that placement of all cars was promptly made.

At the hearing, I pointed this out to Mr. Harrington, and said:—

“In that way the car detentions in Toronto have been cut down tremendously—you know about that—I think very much more than any one dollar a day would have done.”

Mr. Harrington's reply was:—

“Undoubtedly and unquestionably.”

The smaller dealers are those who desire reciprocal demurrage.

The larger shippers, speaking generally, are against reciprocal demurrage, but demand with equal insistence average demurrage. In their behalf it is suggested that reciprocal demurrage would open the door to abuses—that it would give an opportunity for preference; and that with reciprocal demurrage which had been adopted in some States the machinery was found to be so complicated that it did not work out successfully and no one had ever tried to collect the reciprocal demurrage penalty.

Mr. Mann, who also appeared for the Retail Coal Dealers, was of the view that reciprocal demurrage would not give a remedy.

Mr. Watts, who appeared for the grain trade, strongly supported reciprocal demurrage, but was of the view that to-day was not the proper time to deal with the question. His view was that it ought to be left open for consideration by the Board with open mind after the war and when conditions were more normal.

I think Mr. Watt's position is correct, and the matter should be so left.

Average demurrage does not help the smaller dealer, and, he, in turn, objects to average demurrage, being of the view that reciprocal demurrage is the only proper remedy.

Mr. Watts' position was that average demurrage, while benefiting the larger dealers, would be of little use to his clients. His position may be taken as typical of those representing the consignees handling small quantities.

Those asking for average demurrage recognized the difficulties of the present situation, and thought that these abnormal times are perhaps not the best for the introduction of the scheme.

In my view, the average demurrage question might well stand on the same basis as the question of reciprocal demurrage—to be taken up after the war is over.

In the meantime, the Board will endeavour to ascertain whether the adoption of these plans have worked real benefit in places where they have been tried. From the best information that the Board had at previous hearings, the contrary was the case. It may be that they are now working out well; and if so, and they can be made to work out in the interests of quicker movement under normal conditions, they, of course, ought to be adopted. *24 Can. Ry. Cas.*

APPLICATION OF THE BOARDS OF TRADE OF MOOSEJAW AND ROSETOWN, SASK., FOR AN ORDER DIRECTING THE CANADIAN NORTHERN AND CANADIAN PACIFIC RAILWAY COMPANIES TO ESTABLISH A TRANSFER TRACK AT ROSETOWN, SASK.

This application had been before the Board a number of times and the last judgment dealing with it was dated July 6, 1915, when the application was dismissed. It

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further appeared that at that time there was not sufficient business to warrant the Board, under any head, giving effect to the application. A new application was made the following year on the grounds that business had so much increased that a transfer was necessary. It appeared that at the same time transfer tracks were applied for at Moosejaw and Forward, Sask.

Held, Chief Commissioner Drayton in his judgment, July 30, 1917, concurred in by Commissioner McLean, that the information which the Board had before it, and the information obtained at the demurrage hearings required the issuance of an Order for a transfer track as asked for by the applicants, and that such transfer track should be installed at the joint expense of the railway companies.

PETITION OF THE ALBERTA PACIFIC GRAIN COMPANY, LTD., AND OTHERS, "RE" STENCILLING OF INCHES IN BOX CARS SUITABLE FOR SHIPMENTS OF BULK GRAIN.

This matter was heard at a sittings of the Board in Calgary. In the application presented it was asked that a ruling should be given providing for the stencilling of the inside of box cars used in carrying bulk grain, said stencilling being applied in inches in four different places of the car. It was represented that at present the Alberta Pacific Grain Company was using a temporary substitute for stencilling. Paper strips with inches marked thereon are made use of and are attached in the inside of the cars used by the company applicant. It was stated that they worked fairly satisfactorily. Objections were that they were not always put on perpendicularly, that they were apt to get torn, and that they were not so efficient as permanent stencilling would be. The system of paper strips has been found of use in the business of the applicant, and in evidence submitted in other connections the Board has been informed that similar paper strips are also used by others.

Held, Commissioner McLean in his judgment, July 31, 1917, concurred in by Chief Commissioner Drayton, that the Board has had occasion to recognize in other connections the settlement which takes place in transit, alteration of level from transit movements, etc. Held further that the method suggested by Mr. Frem, supporting the application, was one that should be given a reasonable trial. Held further that an Order should go for the equipment with stencils of box cars used in the grain traffic in Alberta, Sask., and Manitoba, but that with existing conditions of traffic and the demands on equipment, it was impossible to fix a time limit; that the cars were to be so equipped from time to time as they were shopped for repairs, and any new cars which were being put into such traffic were to be so equipped when constructed. *24 Can. Ry. Cas.*

JURISDICTION—BRIDGE—INTERNATIONAL BRIDGE & TERMINAL COMPANY V. CANADIAN NORTHERN RAILWAY COMPANY & RUSSELL BROS.

Where a company is authorized by its charter to build a bridge and lay railway tracks upon it, but has no power to build a railway the Board has no jurisdiction to authorize it to build a branch line of railway under section 175, 3 Edward VII, Chapter 58 (Railway Act, 1903).

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated August 1, 1917. *21 Can. Ry. Cas. 218.*

Re PROTECTION AT BURWELL STREET, ADELAIDE STREET AND RECTORY STREET, LONDON, ONT., GRAND TRUNK RAILWAY.

Order No. 25012 of May 27, 1916, provided for the installation by the Grand Trunk of gates at the crossings of Waterloo and Colborne streets, in the city of London, Ont. The street crossings now before the Board were protected at the time this

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Order issued by day and night watchmen appointed and paid by the Grand Trunk; and these crossings, in common with certain others, were reserved for further consideration.

Further investigations have been made as to Adelaide, Rectory and Burwell streets. The Board's officers advise that because of traffic conditions and obstructions to the view further protection is necessary. Burwell, Adelaide and Rectory streets are paved up to the tracks.

Held, Commissioner McLean in his judgment, September 1, 1917, concurred in by Chief Commissioner Drayton and Commissioner Goodeve, that gates should be installed at the crossings, to be operated day and night; detail plans of said gates to be filed for the approval of an engineer of the Board; such gates to be installed by the Grand Trunk Railway Company. Held further that the city of London and the railway company should have an opportunity of speaking to the division of cost in respect of the particular crossings involved, and that upon their submissions being received the question of distribution of cost would then be dealt with.

The question of the distribution of cost reserved above, was dealt with at a subsequent hearing of the Board as follows:—

No exception was taken to the method of distribution as regarded Adelaide street and Burwell street, and the distribution of cost of these streets was accordingly fixed. It further appeared that Rectory street was junior to the railway and the London Street Railway also operated over this crossing. The Grand Trunk Railway Company submitted that 60 per cent of the cost should be imposed upon the city, in view of the said street being junior, the city contending that the London Street Railway ought to pay at least 30 per cent of the cost of protection at Rectory street.

The London Street Railway stated that when they obtained the crossing over the Grand Trunk this was under an Order of the Railway Committee of the Privy Council, dated November 15, 1898, which order was subject to the provisions of an agreement entered into between the parties on October 1, 1898. Under this agreement the street railway company undertook to pay the expense of the wages of the watchmen at the Rectory street crossing, it being provided that these watchmen were to operate the signals at the crossing. Under this arrangement the watchmen were appointed by the Grand Trunk and paid by the London Street Railway Company, and provision was made for day and night watchmen.

Held, Commissioner McLean in his judgment, December 10, 1917, concurred in by Chief Commissioner Drayton, Assistant Chief Commissioner Scott and Commissioner Goodeve, that the interlocking device should be connected up with the tower and the necessary additional levers, if any, installed so that the half interlocker might be operated from the tower as well as the gates; that this should form part of the cost of installation, but that in view of there being no objection to the existing half interlocker, the street railway company should not be asked to participate in this additional cost; that the cost of installation should be divided; 20 per cent from the Grade Crossing Fund, 20 per cent on the Grand Trunk Railway Company, and 60 per cent on the city. Held, further, that the street railway should continue to pay the cost of the day and night watchmen who are to be appointed as at present, the balance of the cost of maintenance to be borne by the Grand Trunk Railway Company. Held, further, that the street railway company was to continue to look after the same maintenance charges as are provided for in the Order of the Railway Committee of the Privy Council, dated November 15, 1898.

CANADA CHEESE BOX COMPANY *v.* CANADIAN FREIGHT ASSOCIATION.

Fibre-board cheese boxes, rated in the classification as fifth-class with a minimum weight in C.L. lots of 20,000 pounds, are entitled to the same rating as wooden cheese boxes with the same minimum weight, either by a change in the classification or by a commodity toll of general application.

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The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by Assistant Chief Commissioner Scott and Mr. Commissioner Goodeve, September 1, 1917. 22 *Can. Ry. Cas.*, 347.

Re STATION LAYOUT AT FALLOWFIELD, ONT., CANADIAN NORTHERN RAILWAY.

The present location of the station at Fallowfield was approved by an Order of the Board, dated March 14, 1912, and the present application was made to move the station one mile east.

It appeared from the evidence that the proposed location has a 1-4 per cent grade against eastbound traffic; that it would also be in a cut, with a blind curve a short distance west. It also appeared from the evidence that in the district in question the stations are very close together as compared with the usual standard distances.

Held, Commissioner A. S. Goodeve in his judgment, September 7, 1917, concurred in by Assistant Chief Commissioner Scott and Commissioner McLean that under the circumstances the Board would not be justified in making the Order asked for.

COMPLAINT OF H. E. DUNPHY, EXCEL, ALTA., "RE" DEMURRAGE CHARGE ON BARLEY SHIPPED FROM LANFINE, ALTA., TO WINNIPEG, MAN., CANADIAN NORTHERN RAILWAY.

Complaint was made to the Board regarding the demurrage charge imposed on a car of barley which moved from Lanfine, Alta., to Winnipeg, Man., the applicant stating that a number of cars were dropped off at Lanfine in January, 1916; that they stood there for some time; and that he took no steps towards securing one up to the morning of January 25, when he loaded some barley into one of the cars, and had teams leading all that day and the next day, and that by the afternoon of the 26th January the car was loaded.

In view of the contradictory statements, one of the Board's Inspectors was directed to make an investigation, which was done and a report filed.

Held, Commissioner McLean in his judgment, September 11, 1917, concurred in by Chief Commissioner Drayton, that in the absence of definite information to controvert the record as to the handling of the car in question, there is no evidence to justify a ruling that the charges were improperly assessed.

Re APPLICATION OF TORONTO, HAMILTON AND BUFFALO RAILWAY COMPANY UNDER SECTION 178 OF THE RAILWAY ACT.

This was an application of the Toronto, Hamilton & Buffalo Railway Company under the provisions of section 178 of the Railway Act to take certain lands belonging to the estate of the late Senator McCallum and to the estate of the late Thomas C. Street, in the township of Sherbrooke, county of Haldimand, and province of Ontario.

It appeared from the evidence that the railway company was already the owner of a large area of property lying between its railway and the Grand river to the south of the property in question, and it was contended by the landowners that that property should be used for the purpose of establishing the facilities desired instead of the property which the railway now applies for permission to acquire.

Held, Assistant Chief Commissioner Scott in his judgment, September 14, 1917, concurred in by Commissioner Goodeve, that the land applied for was the most suitable available location for the purposes for which the railway desired to use it, and that it was in the public interest that the company should be permitted to acquire the land for such purposes.

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COMPLAINT OF DOMINION CANNERS, LIMITED, *re* GRAND TRUNK AND CANADIAN PACIFIC TARIFFS
CONTAINING COMMODITY RATES ON CANNED GOODS.

Complaint was filed by the Dominion Canners, Limited, against tariffs filed by the Grand Trunk and Canadian Pacific Companies eliminating the item formerly effective, whereby the fifth class Trenton rates were granted to canned goods from points on the Central Ontario Railway to points in Ontario west of Whitby, Peterboro and Ottawa. The effect of the cancellation of the item in question was that instead of the Trenton basis applying, fifth class rates applied from points on the Central Ontario Railway division to points in the above mentioned territory.

It developed at the hearing before the Board that a large amount of correspondence had taken place between the parties, and the extensive correspondence between the railways had been filed and duly considered. The position of the Grand Trunk, as therein developed, was, in general, that the matter should be dealt with only in connection with the general issue of joint-class rates. The Canadian Northern had endeavored to obtain an agreement as to the particular rates involved in the present application. The Canadian Northern had notified the Grand Trunk that it was prepared to establish new rates on canned goods west of Toronto on the proposed thorough fifth-class basis as submitted, delivering the freight to the Grand Trunk at Toronto. In reply, the Grand Trunk objected, both to the particular rates involved being dealt with separately, and also to the routing of traffic *via* Toronto until definite general arrangement was made.

Held, Commissioner McLean in his judgment, September 17, 1917, concurred in by Chief Commissioner Drayton, Assistant Chief Commissioner Scott and Commissioner Goodeve, that, all things considered, it was proper to deal with the present application and to give a decision at present on the present facts as developed. Held that without establishing any precedent with respect to the general tariffs which have yet to be worked out, that the rates submitted by the Canadian Northern Railway were reasonable. Held further that the percentage divisions were also reasonable, but that that could be spoken to if either of the railway companies desired any alterations in them, but that if they intended to avail themselves of that right, they should do so within three weeks from the date of the judgment, and that in the meantime a tariff in compliance with what had been submitted should be filed to be effective within thirty days. Held further that the action directed should be without prejudice to the rights of the railway companies to make application to have the rates therein directed placed on the joint-class basis as finally determined, and also without prejudice to any contention which might be advanced in such connection that the volume concerned, or any other material factors, justify special treatment on a commodity basis.

PREMIER COAL COMPANY *vs.* CANADIAN FREIGHT ASSOCIATION.

The Board disallowed a toll of \$2 for switching and spotting movements, on spurs more than 1,000 feet in length, of cars loaded with coal, without expressing any opinion on the general question of fixing a limit for free switching service.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, concurred in by the Chief Commissioner, September 26, 1917. *22 Can. Ry. Cas., 123.*

Re LOCATION OF STATION ON CANADIAN PACIFIC RAILWAY AT MUD LAKE OR BOLINGBROKE,
ONTARIO.

It appeared from the evidence that the residents of the township of South Sherbrook had been agitating for a station somewhere between Christie Lake and Crow Lake on the line of the Canadian Pacific Railway Company, and that two

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locations had been suggested, one at Mud Lake and the other at Bolingbroke. The Canadian Pacific Railway Company contended that there was no necessity for any station between Christie Lake and Crow Lake, but that if a station must be established somewhere between these points that Bolingbroke was the best place for it.

Held, Assistant Chief Commissioner Scott in his judgment, September 29, 1917, concurred in by Commissioner Goodeve, that there should be a flag stop somewhere between Christie Lake and Crow Lake, and that Mud Lake was the best place for it. Held further that the Board's Order of May 5, 1917, should remain effective and should be complied with without further delay by the railway company and that stops on flag should be made by suitable trains of the company.

O'BRIEN BROTHERS v. CANADIAN PACIFIC RAILWAY COMPANY.

The mere acquisition of lands on both sides of a railway right of way does not *per se* give a right to a farm crossing. The original owner having lost his right to a crossing by conveying the lands on one side to another person, a subsequent owner purchasing the lands on both sides from different vendors does not thereby acquire a right to a farm crossing to connect them. The Board, however, has jurisdiction, under section 253, to order a crossing, which it will exercise in a proper case and on proper terms.

See *Grand Trunk Ry. Co. v. Therrien*, 30 S.C.R. 485; *Midland Ry. Co. v. Gribble* (1895), 2 ch. 129, 827.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated September 29, 1917. 21 Can. Ry. Cas. 197.

DOMINION MILLERS' ASSOCIATION v. CANADIAN FREIGHT ASSOCIATION.

It is unjust discrimination to charge a higher milling-in-transit toll on the same commodity moving from different localities by different routes under similar circumstances and conditions to a common competing market.

Ontario and Manitoba Flour Mills v. Canadian Pacific Ry. Co., 16 Can. Ry. Cas. 430, at p. 431, referred to.

The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by the Assistant Chief Commissioner and Mr. Commissioner Goodeve, October 3, 1917. 22 Can. Ry. Cas. 125.

JURISDICTION—TOLLS—SOUTHERN ALBERTA HAY GROWERS v. CANADIAN PACIFIC RAILWAY COMPANY.

(*Timothy Seed Case*.)

The jurisdiction of the Board is confined to dealing with the reasonableness of tolls, and it is not its function to put in experimental tolls with a view to developing industry.

British Columbia News Co. v. Express Freight Traffic Association, 13 Can. Ry. Cas. 176, at p. 178, followed.

The facts are fully set out in the judgment of Mr. Commissioner McLean, dated October 5, 1917. 21 Can. Ry. Cas. 226.

CITY OF HAMILTON v. GRAND TRUNK RAILWAY COMPANY.

(*Burlington Beach Case*.)

When respondent steam lines have been paralleled by electric lines, which have taken practically all the business and ordering the respondent to give an increased service, might secure a better service from the electric line, such an order would not

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be justified in the public interest, where this could only be done at an unjustifiable cost and entail a continuing loss to the respondent.

A specific breach of an agreement must be shown to give the Board jurisdiction under 8 and 9 Edward VII, chapter 32, section 1.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, dated October 13, 1917. *21 Can. Ry. Cas. 211.*

Re APPLICATION TO CONSTRUCT SPUR IN THE TOWN OF COBOURG TO THE PREMISES OF THOMPSON-MACDONALD COMPANY CONNECTING WITH GRAND TRUNK RAILWAY COMPANY.

This was an application made for the construction of an industrial spur into the premises of the Thompson-Macdonald Company, of the town of Cobourg, Ont., and to cross, in connection with such construction, Division street in the said town.

It appeared that the Board's Assistant Chief Engineer had approved of the plan and that a consent Order had issued on June 20, 1917; that later an objection was taken by the town of Cobourg to the Order. It further appeared that a private agreement had been entered into between the Thompson-Macdonald Company and the municipality and that the Board was now asked to incorporate this agreement in its Order.

Held, Commissioner A. S. Goodeve in his judgment, October 17, 1917, concurred in by the Chief Commissioner, that the terms as set out in the judgment delivered by the Chief Commissioner of the Board in the application of B. Shragge, of Winnipeg, Man., for an Order directing the C.P.R. Company to construct a spur across Sutherland avenue, to serve the applicant's warehouse in the city of Winnipeg, and which terms were afterwards adopted by the Board as a standard in connection with industrial tracks, would meet all the requirements of the present case, and that the Board's Order of June 20, 1917, be amended accordingly. *24 Can. Ry. Cas. 61.*

NEW WESTMINSTER BOARD OF TRADE v. GREAT NORTHERN RAILWAY COMPANY.

Where the costs of operation between two points are much higher than the earnings the Board will limit the train service to a movement of traffic not more than once a week.

The facts are fully set out in the judgment of Mr. Commissioner McLean, October 30, 1917, concurred in by the Chief Commissioner. *23 Can. Ry. Cas. 58.*

JURISDICTION—TELEPHONES—NORTH LANCASTER EXCHANGE v. BELL TELEPHONE COMPANY.

2 and 3 Edward VII, chapter 41, section 2, limits the Board's jurisdiction to direct the installation of a telephone service but gives the Board no power in regard to facilities such as it has in the case of railway companies.

Tinkess v. Bell Telephone Co., 20 Can. Ry. Cas. 249, at p. 253 followed.

The facts are fully set out in the judgment of Mr. Commissioner McLean, dated November 2, 1917. *21 Can. Ry. Cas. 220.*

TOWN OF OAKVILLE v. GRAND TRUNK AND CANADIAN PACIFIC RAILWAY COMPANIES.

By agreement between the Grand Trunk and Canadian Pacific Railway Companies, dated May 13, 1896, confirmed by statute, 59 Victoria, chapter 6 (C), the Canadian Pacific were given a lease for a period of 50 years of the joint use of the Grand Trunk line between Hamilton Junction and the city of Toronto, known as the "Joint Section." By the 16th clause of the agreement, the Canadian Pacific agreed to do through passenger and freight business over the joint section, but not local business between either Hamilton or Toronto and an intermediate station on the joint section.

Oakville is a town on the joint section, with a population of over 3,000 inhabitants, about 21 miles west of Toronto. Many of its residents have their offices or places of business in Toronto.

For many years the Grand Trunk Railway Company gave a fairly satisfactory suburban service between Oakville and Toronto, until in January, 1917, the 11.45 p.m. train out of Toronto was discontinued to economize fuel, and the Canadian Pacific voluntarily agreed to stop its 7.15 p.m. train out of Toronto for Buffalo. In June, 1917, the Grand Trunk re-established its 11.45 p.m. train and discontinued it again in September, 1917. The Canadian Pacific being unwilling, the Board ordered its 7.15 p.m. train out of Toronto to stop at Oakville.

The ASSISTANT CHIEF COMMISSIONER: The confirmatory Act is not a special Act within the meaning of section 3 of the Railway Act, but merely validated a private arrangement between two railway companies and does not make any enactment affecting the general public.

MR. COMMISSIONER McLEAN: The confirmatory Act is a special Act within the meaning of section 3 of the Railway Act, but there is no such repugnancy between the provisions of the special Act and the Railway Act as to oust the jurisdiction of the Board in matters of train service.

Grand Trunk and Canadian Pacific Ry. Cos. v. City of Toronto (Viaduct Case), 11 Can. Ry. Cas. 38, at p. 39; *Municipality of La Salle v. Canadian Pacific and New York Central Ry. Cos.*, 20 Can. Ry. Cas. 190, at pp. 192, 193, followed.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, November 6, 1917. 22 Can. Ry. Cas., 433.

APPLICATION UNDER SECTION 284 OF THE RAILWAY ACT FOR AN ORDER REQUIRING THE CANADIAN PACIFIC RAILWAY COMPANY TO FURNISH SUITABLE CARS FOR CARRYING POTATOES.

Complaint was made to the Board regarding the alleged defects in the type of heated car used in the movement of potatoes from New Brunswick to Ontario and Quebec points. While it was set out in the application that the only suitable car for the shipment of potatoes during the winter season would be a heater car similar to the Eastman heater car, the matter, as it developed at the hearing, turned upon the question of improvements which it was considered should be made in the cars of the 79,000 series, used in this traffic. The Eastman car is used in shipments between United States points and also in shipments between New Brunswick points and United States points, but was not available for movements wholly within Canada. The United States initial points of shipment especially referred to as using the Eastman car were points in Maine adjacent to the potato producing sections of New Brunswick.

The Interstate Commerce Commission, in *Boston Potato Receivers' Association v. Bangor and Aroostook Rd. Co. et al.*, 25 I.C.C., 189, gives a description relating to the movement from Aroostook county, Maine. From the same case it appears that the Eastman heater car charge for the service varied from \$14 to \$25 per car.

It further appeared that potatoes are shipped from New Brunswick points to other Canadian points in lined box cars of the 79,000 series of Canadian Pacific cars. It was also set out that in various cases box cars have been lined by shippers at their own expense, and that as the railway does not guarantee the return of the cars so lined the shippers have been subjected to considerable expense; that the lining by shippers is done where lined box cars are not immediately available. It also appeared that shippers supply stoves and fuel for the heating and send men forward in charge of the cars. It was further stated that the lined cars have proved unsatisfactory, and that losses were incurred and damages sustained which had not been paid by the railway company. It further appeared that the main matter to be considered was frost damage.

Held, Commissioner McLean in his judgment, November 6, 1917, concurred in by Assistant Chief Commissioner Scott, that the equipment of cars is a matter con-

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cerned with operating conditions and operating efficiency, and that the matter having been carefully considered by the Board's officials, the Board was not justified in making such an experimental Order as that asked for, there being no assurance that it would, in reality, effect an improvement. Held, further, that this is without prejudice to any application that may be launched in the event of the improvements made not adequately taking care of the situation, and that the Board would also from time to time check up the operating efficiency of the equipment allotted to this traffic. *24 Can. Ry. Cas. 46.*

Re APPLICATION OF LOCAL IMPROVEMENT DISTRICT NO. 190, OKOTOKS, ALTA., FOR A CROSSING OVER THE MACLEOD BRANCH OF THE CALGARY AND EDMONTON RAILWAY AT ALDER-SYDE, ALTA.

After hearing the parties at a sittings held in Calgary, a personal inspection of the crossing for which the municipality applied was made by the Commissioners. The railway company suggested the diversion of the highway southerly parallel with the company's tracks, and it appeared that the arrangement would eliminate the crossing of two sidings, but that there would be still two main line tracks to be crossed.

Held, Assistant Chief Commissioner Scott in his judgment, November 12, 1917, concurred in by Commissioner McLean, that the application should be granted, and that the crossing should be made on the line of the highway.

NEWMAN v. EDMONTON, DUNVEGAN & BRITISH COLUMBIA RAILWAY COMPANY.

Lower or joint tolls will not be granted to a retail dealer, in a distant point (such as Winnipeg), seeking to do a mail-order business (L.C.L. lots) through a well-established distributing point (such as Edmonton, 848 miles from Winnipeg), into territory tributary thereto (the Peace River country), which would give the shipper a toll lower than the local toll at the distributing point (Edmonton).

In re Western Tolls (Western Tolls Case), 17 *Can. Ry. Cas.*, 123, at p. 156; *In re Edmonton, Dunvegan & British Columbia Ry. Co. (Mountain Scale Tolls Case)*, 22 *Can. Ry. Cas.*, 1, referred to.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, concurred in by Mr. Commissioner McLean, November 15, 1917, 22 *Can. Ry. Cas.*, 399.

Re VIRDEN SUBWAY UNDER CANADIAN PACIFIC RAILWAY.

The Board by an Order, dated November 29, 1916, directed the Canadian Pacific Railway Company to build a pedestrian subway under its tracks in the town of Virden, Man. It was further provided in the Order that should an extension of the subway in the future be necessary the cost of such extension should be borne equally by the parties.

Before commencing the construction of the subway, the railway company, in order to insure the payment of one-half the cost by the municipality, asked that a certain amount of cash be deposited in a bank to the credit of the Board as security. Although the railway company had at first wanted a larger amount, it was subsequently arranged that the town were to put up a bond of \$5,000 as security for its contribution towards the subway.

The railway company submitted that the total cost of the subway would be in excess of \$10,000 and asked for an increase in the amount of the security given. It further appeared that the work was under way but the subway was not yet completed.

Held, Assistant Chief Commissioner Scott in his judgment, November 16, 1917, concurred in by Commissioner McLean, that the town of Virden should at once pay to the railway company the sum of \$5,241.22, which was one-half of the total amount spent on the undertaking.

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APPLICATION OF THE TORONTO, HAMILTON AND BUFFALO RAILWAY COMPANY TO PERMANENTLY DIVERT AND CLOSE CERTAIN STREETS IN THE MUNICIPAL CORPORATION OF THE TOWNSHIP OF WELLAND AND TOWNSHIP OF BERTIE, ONT.

It appeared at the hearing that no objection was made to the application, and that there was no question whatever as to the necessity in the public interest of the added railway facilities that the application made possible. It further appeared that the diversion was also in ease of highway traffic, in that the diagonal crossing over the main line of the Michigan Central and Grand Trunk Companies by the Bowen road was done away with, the traffic being diverted into the Thompson Road subway. The closing of parts of Thompson and Phipp streets, giving these highways an entrance to the subway on high ground where a proper view could be had, instead of in a fill, was also in ease of the highway user. It further appeared that the parties did not agree as to the conditions under which the work should be done.

Held, Chief Commissioner Drayton in his judgment, November 29, 1917, concurred in by Assistant Chief Commissioner Scott, Commissioners McLean and Boyce, that the work in question should be authorized and that an Order should go as applied for, except that no Order could be made on the application of the company for authority to expropriate certain property, no proper case having been made out in this regard. Held, further, that there was no reason why the question of the apportionment of costs ought not to be considered after the work had been done and its results rendered apparent.

Re APPLICATION OF TOWN OF WALKERVILLE FOR PROTECTION AT CROSSING OF TRACKS OF THE GRAND TRUNK AND PERE MARQUETTE RAILWAY COMPANIES OVER THE DEVONSHIRE ROAD.

It appeared from the evidence that the Devonshire road was an old and important highway leading to the wharf used by the ferry between Walkerville and Detroit; that the Devonshire road was junior to the G.T.R. Company but senior to the P.M.R.; that the Grand Trunk crossing was protected by gates operated day and night.

Held, Assistant Chief Commissioner Scott in his judgment, November 29, 1917, concurred in by Commissioners McLean and Boyce, that the gates should be operated from a tower where a better view of the trains could be had, and that the Pere Marquette tracks should also be protected by gates which could be operated from the same tower by the same man who operated the Grand Trunk gates, and the cost apportioned between the parties interested. *24 Can. Ry. Cas.*

Re PROTECTION AT WALKER ROAD CROSSING, GRAND TRUNK RAILWAY AND PERE MARQUETTE RAILROAD, IN THE TOWN OF WALKERVILLE, ONT.

It appeared from the evidence that there was no protection at present at the crossing of Walker road, in the town of Walkerville, over the tracks of the Grand Trunk Railway and the Pere Marquette Railroad, other than an electric bell which was operated from a push-button and not electrically bonded with the tracks of the railway.

Held, Assistant Chief Commissioner Scott in his judgment, November 30, 1917, concurred in by Commissioners McLean and Boyce, that the protection afforded was inadequate, that the crossing was a dangerous one, and the Board directed that the crossing be protected by gates operated day and night from a tower, the cost to be distributed in the proportion set forth in the judgment. *24 Can. Ry. Cas.*

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CITY OF MONTREAL v. GRAND TRUNK RAILWAY COMPANY.

In apportioning the cost of protection at railway crossings of highways which have been in existence for many years, the volume of traffic on the highway and railway respectively, which has made the crossing dangerous, is an element to which more weight should be given than the question of seniority merely.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, concurred in by the Deputy Chief Commissioner and Mr. Commissioner Goodeve, December 1, 1917. *22 Can. Ry. Cas., 444.*

JURISDICTION—RAILWAY ON HIGHWAY—CITY OF MONTREAL v. CANADIAN PACIFIC RAILWAY COMPANY.

(Longue Pointe Spur Case.)

In dismissing an application by a railway company to construct a spur on a highway, the Board has no jurisdiction to impose terms on the municipality concerned as to the use it should make of the highway in question. The Board's jurisdiction is confined to authorizing the construction and maintenance of the railway on the highway.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated December 4, 1917. *21 Can. Ry. Cas. 224.*

TOWN OF THE PAS v. GREAT NORTHWESTERN TELEGRAPH COMPANY.

The Board has recognized that while, in general, telegraph tolls must be looked at from the standpoint of a general scheme, yet where business is in a development stage the isolation of the telegraph line and the particular facts of the particular section should be considered.

In re Telegraph Tolls, 20 Can. Ry. Cas. 1, at pp. 18, 21, 31, 58, 59, followed.

The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by Assistant Chief Commissioner Scott and Mr. Commissioner Goodeve, December 4, 1917. *22 Can. Ry. Cas., 402.*

Re APPLICATION OF TOWN OF MONTREAL EAST TO CONSTRUCT HIGHWAYS ACROSS THE LINE OF THE CANADIAN NORTHERN RAILWAY COMPANY AT CHAMPETRE AVENUE, GAMBLE AVENUE AND GEORGE V. AVENUE.

Held, Assistant Chief Commissioner Scott in his judgment, December 5, 1917, concurred in by Deputy Chief Commissioner Nantel and Commissioner Goodeve, after visiting the location of the different crossings applied for, that no necessity existed for the opening of George V. avenue across the railway; that Gamble avenue should be opened, and that instead of opening Champetre avenue the next street, known as Boulevard Montreal East, should be opened across the railway, and that all work in connection with the crossings authorized should be done at the cost of the municipality.

Re REFRIGERATOR CARS FOR THE TRANSPORTATION OF MILK WHERE A SPECIAL MILK CAR IS USED FOR THE PURPOSE.

The Baby Welfare Committee of the University Settlement of Montreal pointed out to the Board that the cars used for the transportation of milk in the summer time are not equipped with ice or any other cooling process, and that, therefore, the milk arrived in the city of Montreal overheated and damaged for public consumption.

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It appeared from the evidence that there were a number of trains running into Montreal which carried milk and that some of the runs took over four hours to reach the city, and that in some cases special cars were used for the carrying of milk; that no provision was made for the milk being brought to a low temperature before shipment; that in some cases it was pre-cooled, but in others not.

Held, Assistant Chief Commissioner Scott in his judgment, December 5, 1917, concurred in by Deputy Chief Commissioner Nantel and Commissioner Goodeve, that at the present time, owing to the very large shipments of meats and other perishable articles for overseas which had to be carried in refrigerator cars, it would not be reasonable for the Board to require the railway companies to supply refrigerator cars for the transportation of milk to Montreal.

Re HIGHWAY CROSSING NOTRE DAME STREET, MONTREAL, OVER TRACKS OF CANADIAN NORTHERN QUEBEC RAILWAY AT BOUT DE L'ISLE, LAVAL DE MONTREAL.

It appeared from the evidence submitted that there have been several accidents at the crossing in question and that as a result thereof the matter had been set down for hearing at a sittings of the Board held in Montreal.

Held, Assistant Chief Commissioner Scott in his judgment, December 5, 1917, concurred in by Deputy Chief Commissioner Nantel and Commissioner Goodeve, that the matter should be allowed to stand for six months to enable the railway company and the municipality to enter into negotiations with reference to suggested diversion of the highway, but that the crossing could not be allowed to continue in its present unprotected condition.

COMPLAINT OF CANADIAN LUMBERMEN'S ASSOCIATION RE INCREASED CARLOAD MINIMUM WEIGHTS FOR LUMBER, BOTH DOMESTIC AND EXPORT.

Complaint having been made by the Canadian Lumbermen's Association, and others, against the increased carload minimum weights for lumber, both domestic and export, to take effect on varying dates since April 22, 1917, the matter was set down for hearing and was heard at a sittings of the Board in Ottawa July 17, 1917.

It appeared that exception was taken by shippers and their representatives to the increases in so far as lumber loaded in box cars was concerned. It was also noted that the difficulties in the way of obtaining a uniform loading were recognized; also that the weight that could be loaded into a particular car varied with the density, seasoning and dimensions.

The evidence as set out in the oral testimony and in the exhibits filed, showed that in general lumber loads heavier than the old minimum and frequently heavier than the new; that there were also many instances where the load was lower than the tariff weights.

The railway companies advocated the proposed increases with a view to obtaining heavier and more efficient loading, and with the existing situation in regard to rolling stock, it was in the shippers' interest to have as efficient loading as possible, and this was not contested by the shippers at the hearing. What was involved was, therefore, what, considering all the circumstances, was reasonably heavy loading.

Held, Commissioner McLean in his judgment, December 5, 1917, concurred in by Chief Commissioner Drayton, Assistant Chief Commissioner Scott and Commissioner Goodeve, that the checks of actual loadings made by the Board's officials were reasonable, and that the Board would accordingly order their adoption.

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CANADIAN PACIFIC RAILWAY COMPANY v. SASKATOON AND MOOSEJAW BOARDS OF TRADE.

The Board may authorize the removal of a transfer track used for the interchange of traffic, when the interchange can be done at another point, resulting in economy of rolling stock movement in the public interest, thus relieving the strain on the existing facilities by removing the track and using the rails and ties at other points where there is urgent need.

The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by Assistant Chief Commissioner Scott, December 17, 1917, 22 *Can. Ry. Cas.*, 349.

COMPLAINT OF THE NORTHERN PULP COMPANY (ONTARIO GOVERNMENT) CAMPBELLFORD, ONT.,
PER HYDRO ELECTRIC POWER COMMISSION, *re* CANADIAN NORTHERN RAILWAY FREIGHT
TARIFF SUPPLEMENT NO. 20 TO C.R.C. NO. E-860, INCREASING FREIGHT RATES ON PULP-
WOOD.

This was a complaint of the Northern Pulp Company of Campbellford, Ont., through the Hydro Electric Power Commission, against the Canadian Northern Railway Freight Tariff Supplement No. 20 to C.R.C. No. E-860, increasing the freight rates on pulpwood to Campbellford.

It appeared that pulpwood is shipped from points on the Irondale, Bancroft & Ottawa and the Central Ontario Railways to Campbellford on the Grand Trunk Railway for manufacture and reshipment. The Central Ontario and the Irondale, Bancroft & Ottawa Railways are now portions of the Canadian Northern System. The haul involved is thus a two-line one, and the movement is over the Canadian Northern to Anson Junction and thence by the Grand Trunk to Campbellford.

It was stated at the hearing that Coe Hill and Maynooth were representative points of shipment. The distance from Maynooth to Anson Junction is 87 miles, while from Anson Junction to Campbellford the distance is 11.2 miles, which, for tariff purposes, may be taken as 12 miles.

The rate for some time, taking Maynooth as a representative shipping point, to Campbellford has been 4½ cents per 100 pounds, this being made up of 3 cents to the Canadian Northern and 1½ cents to the Grand Trunk. Tariffs filed, effective September 1, 1917, proposed to increase the rate in question to 6½ cents. This rate is referred to as typical.

On complaint of the Hydro-Electric Commission of Ontario, the rates in question were suspended by Order No. 26476, of August 29, 1917; and the matter was set down for hearing.

Held by Commissioner McLean in his judgment, December 8, 1917, concurred in by Chief Commissioner Drayton, Commissioners Goodeve and Boyce, that the C.N.R. and G.T.R. factors of the through rates compared favourably with the local rates to and beyond Anson Junction, reductions therefrom having been made on joint movement account; regard being also given to the absence of second haulage of the wood products in the case of the C.N.R.; and the through rates not being deemed unreasonable, the suspension of the joint rates as filed, should be raised.

CITY OF WINNIPEG v. CANADIAN PACIFIC RAILWAY COMPANY.

In obtaining permission from the Board to lay a water main under the railway yard of the respondent, the applicant, who is a mere licensee, should assume responsibility for all damages that may occur, arising from any negligence on the part of its employees or those of the respondent, connected with the laying, renewing or repairing of its water pipes, through the respondent's property.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, December 10, 1917, concurred in by Mr. Commissioner McLean. 23 *Can. Ry. Cas.*, 75.

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Re WINNIPEG JOINT TERMINALS AND MIDLAND RAILWAY COMPANY OF MANITOBA.

This was a reference to the Board of the Winnipeg Joint Terminals & Midland Railway Company of Manitoba, under clause 1, of article 4, of an agreement, dated April 30, 1912, made between the Canadian Northern Railway Company, the Grand Trunk Pacific Railway Company, His Majesty the King, and the Midland Railway Company, it being agreed that the matter in dispute should be decided upon the facts and arguments of counsel, submitted in writing.

The dispute under the agreement, and, under a clause thereof, submitted for the decision of this Board is stated in the original application to this Board to be:—

“whether or not the Midland Railway Company is liable to reimburse the Joint Terminals for monies paid to employees under the Workmen's Compensation Act of Manitoba.”

The amounts so claimed against the Midland Company as its alleged proportion of such payments being as follows:—

Share of compensation paid to	Harry Irwin	\$120 73
“ “ “	E. Gorman	18 16
“ “ “	W. W. Sills	855 74
“ “ “	C. J. McAuley	5 77
“ “ “	J. H. Horne	2 99
“ “ “	J. Mason	155 75
“ “ “	Martin Dolan	29 47

The proportion claimed being, as contended by the Terminals Company under section 4 of article 3 of the agreement.—

“that proportion thereof (the whole) which the number of its (the Midland's) cars passing over the joint section or into and out of the terminals, as the case may be, bears to the total number of cars of all the parties passing over the joint section or into or out of the terminals.”

There is no dispute as to the correctness of the proportion charged.

Held, Commissioner Boyce in his judgment, December 10, 1917, concurred in by Assistant Chief Commissioner Scott and Commissioner McLean, that the question submitted, namely, “Whether or not the Midland Railway Company is liable to reimburse the Joint Terminals for monies paid to employees under the Workmen's Compensation Act of Manitoba,” should be decided in the negative.

Re OSHAWA RAILWAY COMPANY PASSENGER SERVICE.

Application was made to the Board for an Order directing the Oshawa Railway Company to furnish a passenger service to and from the Canadian Pacific Railway Company's station to the business portions of the town of Oshawa, such as they were giving to the Grand Trunk Railway Company.

It appeared that by agreements entered into between the Oshawa Railway Company and the town of Oshawa, dated May 5, 1893, and May 17, 1895, confirmed by 56 Victoria, chapters 73 and 56 Victoria, chapter 110, Ontario, the Oshawa Railway is obligated to operate a passenger service connecting with all passenger trains of the Grand Trunk Railway Company stopping at Oshawa Junction. This, in a general way, governs the time-card, there being also intermediate cars to furnish service to the citizens of Oshawa.

It also appeared that there was access by stairs from the station to Simcoe street on which the street car operated; that the Canadian Pacific station was intermediate to the Grand Trunk station.

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It was submitted by the street railway company that the street cars connecting with the Grand Trunk could also render the Canadian Pacific service; but it was also admitted that this is conditional on the Grand Trunk trains and the Canadian Pacific trains being on time.

Held, Commissioner McLean in his judgment, December 11, 1917, concurred in by Chief Commissioner Drayton and Assistant Chief Commissioner Scott, that in view of the fact that the spread in the number of passengers carried between 1913 and 1916 was only 41, that there was nothing before the Board which justified it in concluding that the additional service would recoup the special costs incidental to the granting of the application, and that the Board, therefore, would not be justified in making the Order asked for.

CITY OF WINDSOR V. BELL TELEPHONE COMPANY—BELL TELEPHONE COMPANY V. CITY OF WINDSOR.

In approving the route on a highway of the Bell Telephone Company, the jurisdiction of the Board is confined to fixing such terms, conditions or limitations as refer to the lines, wires or poles within the municipality. The Board has no jurisdiction to require, as a condition, the payment of any money or the granting of free telephones to the municipality.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, concurred in by Mr. Commissioner McLean and Mr. Commissioner Boyce, December 11, 1917. *22 Can. Ry. Cas., 416.*

Re LAKE AND RAIL RATES, TORONTO TO WESTERN POINTS VIA CANADIAN NORTHERN RAILWAY.

The Board by an Order, dated April 12, 1917, required the Canadian Northern Railway Company to publish and file forthwith a tariff showing rates from Toronto by lake and rail, to points west of the head of the lakes, which should not exceed rates from points on the Canadian Northern east of Toronto to some destinations via rail to Toronto, and lake and rail to destination.

At that time the Canadian Northern Steamship Company (a company controlled by stock ownership by the Canadian Northern Railway Company) owned a number of vessels known as the *Ames*, *Pellatt*, *Plummer*, *Napleton*, *Beaverton*, and *Saskatoon*. These vessels were chartered to the Canada Steamship Lines and operated by that company with boats owned by that company in conjunction with the Canadian Northern Railway Company.

Held, Assistant Chief Commissioner Scott in his judgment, December 12, 1917, concurred in by Commissioner McLean, that as the Canadian Northern Steamships now owned no vessels on the lake route from Toronto to Port Arthur, and the Canadian Northern Railway Company does not "own, charter, use, etc.", any vessel on this route, within the provisions of subsection 3 of section 333, that the provisions of the "long and short haul clause" do not apply and that the Board's Order made herein should be repealed.

Re APPLICATION OF TOWN OF DUNVILLE TO OPEN HELENA, CENTRE AND OTHER STREETS ACROSS THE GRAND TRUNK RAILWAY.

It appeared from the evidence that when the Grand Trunk Railway Company's application for leave to double track its railway over a number of streets in the town of Dunville was heard by the Board, the town of Dunville urged that the street crossings now applied for should be opened as a condition to the Grand Trunk Railway Company's application being granted. The company's application was granted, but the question of opening certain streets in the town

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of Dunnville was permitted to remain in abeyance pending negotiations between the parties. The parties, however, being unable to agree as to what streets should be opened, the matter was again brought before the Board for adjudication, and the Board directed that an Order should go for the opening of Centre and Helena streets at the expense of the municipality. Judgment of Assistant Chief Commissioner Scott, dated December 12, 1917, concurred in by Commissioner Goodeve.

APPLICATION OF THE CORPORATION OF THE CITY OF HAMILTON, FOR AN ORDER OR DIRECTION
ADOPTING THE RECOMMENDATIONS CONTAINED IN THE REPORT OF MESSRS. W. F. TYE
AND N. CAUCHON, CONSULTING ENGINEERS, DATED JULY 3, 1917.

The Board, on September 14, 1917, received a letter from the city clerk of Hamilton, Ont., enclosing an extract from the report of the works committee of that city, adopted by the council of the corporation of the city of Hamilton, on September 11, 1917, and also the report of Messrs. Tye and Cauchon. The extract enclosed reads as follows:—

"That the report of W. F. Tye and N. Cauchon, on the railway situation of Hamilton, Ont., as embodied in proposal 'C' be approved, and that the same be sent on to the Board of Railway Commissioners for Canada as representing the views of the city of Hamilton on the railway situation in this city and that the Board be petitioned to permit no new railway entrances into Hamilton and no new extensions, additions, or changes in existing railway works in Hamilton, or its vicinity, unless same are in accordance with said proposal, and to so notify the railway companies concerned, and that for the purpose of relieving congestion and freight traffic through the city, the railways be asked to adopt the measures proposed."

A further communication was received on October 20, 1917, from the city clerk, who forwarded a copy of the following extract from the report of the board of control, adopted by the city council at its meeting on the 17th of that month, as follows:—

"That application be made to the Board of Railway Commissioners for Canada, requesting the Board:—

"(a) to adopt the recommendations contained in the report of Messrs. W. F. Tye and N. Cauchon, consulting engineers, dated the 3rd day of July, 1917, upon the railway situation in Hamilton; and

"(b) to refuse to grant permission to any railway company for the construction or maintenance of any work that would be at variance or interfere with the carrying out of the recommendations or provisions contained in the said report."

The application was heard in Hamilton on October 22, last, with an application of the Toronto, Hamilton and Buffalo Railway Company, when judgment was reserved; and a formal application has been since filed by Mr. Waddel, as follows:—

"The corporation of the city of Hamilton, hereby applies to the Board for an Order or direction adopting the recommendations contained in the report of Messrs. W. F. Tye and N. Cauchon, consulting engineers, dated the 3rd day of July, 1917, upon the railway situation in Hamilton, a copy of which is on file with the Board, and refusing to grant permission to any railway company for the construction or maintenance of any work that would be at variance or interfere with the carrying out of the said recommendations or provisions contained in the said report."

"This application is, in addition, supplementary to the application of the corporation of the city of Hamilton. File No. 28179.

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Under File No. 28230, the Toronto, Hamilton and Buffalo Railway Company made its application for the Board's Order authorizing the taking by the applicant company without the consent of the owners of, *inter alia*, the lands in the application described, and in the interest of all parties claiming any right or title thereto or therein.

The application shows that the purposes for which the lands are required are:—

“To provide more ample space than the railway company possesses for the traffic of its railway, for the construction of additional railway tracks for yard purposes, for the proper and efficient handling of coal, coke, and general merchandise, to prevent traffic congestion and to secure the efficient construction, maintenance, and operation of the railway of the applicant company.”

The lands covered by the application belong to the city of Hamilton. They may be generally described as a strip of undeveloped property running from Sherman street, on the west, to Gage street, on the east, lying immediately south of the applicant railway company's property, and with a width of 120 feet.

The Tye-Cauchon report contains three proposals:—

Proposal “A” deals with “Entrance of New Lines Only.”

Proposal “B” is headed “Entrance of New Lines and Elimination of present tracks on Ferguson Avenue.”

These tracks belonging to the Grand Trunk, and the Toronto, Hamilton & Buffalo Railway is not interested in them.

Proposal “C” not only deals with the “Entrance of New Line,” but also with “The Concentration on one right of way through the city of All Lines Existing or to be built.”

As the report shows, the adoption of this proposal requires the elimination of:—

“All Toronto, Hamilton & Buffalo Railway main lines, yards, and spurs from a point near Red Hill Creek between Stoney Creek and Bartonville, the wye at Dundurn street, west of the Hunter Street tunnel, together with the greater part of the Gage avenue cross town line.”

The report further reads:—

“The Toronto, Hamilton & Buffalo Railway Company should build a new line from a point on its main line near Red Hill Creek between Stoney Creek and Bartonville to a point on the main line of the Grand Trunk near Parkdale avenue, and to a point on the Burlington Beach line near the southern end of the beach.”

In short, the adoption of the report involves the removal of the companies' railways from their present location, the elimination of the company's station, and the adoption of a right of way through Hamilton for all railways, the existing right of way of the Grand Trunk being in the main used for such purposes.

The main object of the application is entirely similar to the application made by the city, under file No. 23009—the application in that case being for an Order:—

“Compelling the Toronto, Hamilton & Buffalo Railway Company to abandon its entrance into the city of Hamilton via Hunter street, and adopt, in conjunction with the Grand Trunk Railway system, and the Canadian Northern Ontario Railway Company, in the city of Hamilton, a common location in the north end of the city; and that the portion of the company's railway in the said city, coloured yellow on a plan hereunto annexed, be permanently diverted to the said common entrance and location, and directing the company to construct its tracks on the new route shown on the said plan as such common entrance for all railways entering the city of Hamilton.”

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Held, Chief Commissioner Drayton in his judgment, December 12, 1917, concurred in by Commissioner Goodeve, that the Board had no jurisdiction whatever to issue an Order adopting and carrying into effect the recommendations contained in the report, and that the application must be refused.

Held, further, that apart from all questions of jurisdiction no case had been made out by the city of Hamilton which would enable the report to be adopted.

Held, further, that with regard to the application of the Toronto, Hamilton & Buffalo Railway Company for an Order authorizing the taking by the applicant company of certain lands belonging to the city of Hamilton, that the enlargement of the Kinnear yard was at least both feasible and convenient, and that, under the circumstances, the Board had no alternative but to approve the application, unless some arrangements could be made between the parties.

CITY OF MASONNEUVE P. CANADIAN NORTHERN RAILWAY COMPANY.

Where a highway crossing over a railway has not been legally established prior to April 1, 1909, it may be considered a highway crossing of the railway at grade level within the meaning of the Railway Grade Crossing Fund, section 239 (A), 8 and 9 Edward VII., chapter 32, section 7, and the Board may legalize the crossing and make a contribution of 20 per cent out of that fund towards the installation of gates, the remainder of the costs of protection to be borne by the applicants.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, concurred in by the Deputy Chief Commissioner and Mr. Commissioner McLeen, December 13, 1917. *22 Can. Ry. Cas., 446.*

Re APPLICATION OF MESSRS. CAYER, ANCTIL AND PROULX, FOR FARM CROSSING OVER THE TRACKS OF THE GRAND TRUNK RAILWAY.

It appeared from the evidence that none of the applicants had farm crossings although all three owned land on both sides of the railway; that the railway was senior to the rights of the applicants as it had secured its right of way by charter from the Crown.

Held, Assistant Chief Commissioner Scott in his judgment, December 14, 1917, concurred in by Deputy Chief Commissioner Nantel and Commissioner Goodeve, that under the conditions existing it was the policy of the Board to order a crossing if it thought the circumstances warranted it, but to place the cost of construction of the crossing upon the landowner.

IN *re* INCREASE IN PASSENGER AND FREIGHT TOLLS. FILE NO. 27840.

(Increase in Rate Case.)

1. *Tolls—Increase—Jurisdiction—War Measures Act, 5 Geo. V, Ch. 2 (C).*

The War Measures Act, 5 George V, Ch. 2, does not confer on the Board any jurisdiction to increase tolls, or to advise the Governor in Council to increase them, in aid of the finances of carriers; the Board's jurisdiction in that regard is that given by the Railway Act.

2. *Tolls—Limitation—Jurisdiction—Increase—Maximum—Special Act, 60-61 Vic, Ch. 5, (C)—Railway Act, Sec. 3.*

The Act of the Parliament of Canada, 60-61 Vic, Ch. 5, providing for a subsidy to the Canadian Pacific Railway Co. in respect of the "Crow's Nest line" and for a limitation of freight tolls on lines then in operation between Fort William and points to the west thereof, is a special Act within the meaning of sec. 3 of the Rail-

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way Act. It therefore over-rides any provisions of the Railway Act inconsistent with it and limits the general jurisdiction of the Board as to tolls. The Board has no power to advance tolls on the Canadian Pacific Railway within that territory beyond the maximum fixed by the special Act.

3. *Tolls—Limitation—Jurisdiction—R. S. M. 1901, Ch. 39, 1 Edw. VII, Ch. 58 (C), Sec. 3—"General Advantage of Canada."*

The Act of the Legislature of Manitoba (Manitoba statutes, 1901, ch. 39) limiting tolls to be charged over lines of the Canadian Northern Railway System within that province is ultra vires as regards the Canadian Northern Ry. Co., a Dominion corporation; and as regards subsidiary companies incorporated by the province and subsequently declared to be for the general advantage of Canada; it is superseded by the Railway Act in so far as the two are inconsistent and also by 1 Edw. VII, ch. 53, sec. 3 (Dom.); so that the Board's General jurisdiction under the Railway Act as to tolls is not limited or affected thereby.

4. *Tolls—Increase—Lower—Limitation—Jurisdiction—Unjust Discrimination.*

The Board in considering tolls to be authorized declined to give effect to an agreement to limit tolls made between a railway company and a province and confirmed by provincial legislation, where the company had afterwards passed under Dominion jurisdiction, and the agreement if observed would either have prevented an increase of tolls necessary in the public interest, or resulted in discriminatory lower tolls in that province as compared with other provinces with similar conditions.

(Crow's Nest Pass Coal Co. v. Canadian Pacific Ry. Co., 8 Can. Ry. Cas. 33, at p. 41; Regina Board of Trade v. Canadian Pacific and Canadian Northern Ry. Co. (Regina Toll Case), 11 Can. Ry. Cas. 380, at p. 391, followed.)

5. *Tolls—Unremunerative—Fair—Just.*

The Board can neither order nor enforce tolls which are unremunerative to the carriers without infringing the principle of the Railway Act by denying carriers a fair and just toll.

6. *Tolls—Low—High—Unreasonable—Cost of Service.*

An unduly low rate constitutes an unreasonable rate just as much as an unreasonably high one and the question whether a rate is unduly low or unduly high can only be determined with a knowledge of the cost entailed by the service.

7. *Tolls—Limitation—Low—Reasonable—Agreement—Unremunerative and Improvident—Maintenance and Operation—Public Interest.*

An agreement to limit tolls entered into by a railway company will not be enforced or regarded by the Board unless made binding upon the Board by valid enactment, if it is found that the tolls agreed upon are unremunerative and improvident, so that the railway cannot be properly maintained and operated. In the public interest, when tolls reserved by contract prove unreasonably low in the face of changed conditions and increased costs, the tolls must be made reasonable notwithstanding the contract.

(British Columbia Pacific Coast Cities v. Canadian Pacific Ry. Co. (Vancouver Interior Rates Case), 7 Can. Ry. Cas. 125, at p. 146, followed.)

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8. *Tolls—Similar—Increase—Maximum—Unjust Discrimination—Statute, 60-61 Vic. Ch. 5 (C).*

Holding that under 60-61 Victoria, ch. 5, it could not increase rates beyond the maximum rates thereby fixed on lines of the C.P.R. Co. in operation when that Act was passed, the Board also held that to prevent discrimination the same maximum should be applied to the whole system of that company as now operated; and that similar rates must be applied to other railways in the territory affected.

9. *Tolls—Unremunerative and Insufficient—Standard—Increase—Maximum—Service—Proper Agreement—60-61 Vic. Ch. 5 (C).*

The Board having regard to increased cost of maintenance and operation and finding that tolls theretofore charged had been unremunerative and insufficient to ensure a proper service, authorized the railway companies concerned to submit new standard freight and passenger tariffs providing for a general increase of maximum mileage tolls on a percentage basis, subject to the Crow's Nest Pass agreement and statute (60-61 Victoria, ch. 5), and to certain provisions and exceptions set out in the judgment of the Board.

"A general application for an increase in passenger and freight tolls throughout Canada on the ground of the increase in operating expenses, owing largely to war conditions.

"The application was heard at various times and places.

"The facts are fully set out in the reasons for judgment of the Chief Commissioner, dated December 26, 1917, concurred in by Assistant Chief Commissioner Scott, Deputy Chief Commissioner Nantel, Commissioner McLean and Commissioner Goodeve." 22 Can. Ry. Cas. 49.

The first application filed was that of the Canadian Northern Railway Company on behalf of itself and all other railway companies operating in Canada. Applications largely similar in form and all having the same object have since been filed by the Toronto, Hamilton and Buffalo, Grand Trunk, Grand Trunk Pacific, Père Marquette, New York Central, Michigan Central, Canadian Pacific, Kettle Valley, and Great Northern Railway Companies.

The grounds upon which the applications were made are stated shortly in the Canadian Northern Railway's application, as follows:—

"Nothing is more essential to the welfare of Canada, whether considered in its own interests or as a part of the Empire, than that the railways operating within its borders should be in a position to respond immediately and effectively to the fullest demands made upon them, either by the general commerce of the country or in connection with the defence of the realm.

"Every industry, whether engaged in war preparation or in the manufacture of commercial commodities, and every individual in Canada is affected, either directly or indirectly, by the efficiency or inefficiency of transportation facilities, and while at the present time, owing to scarcity of skilled labour and other causes due to the war, it may not be possible to maintain the transportation service in a condition of highest efficiency, it is an imperative duty on the part of every one to see that the service is adequately sustained.

"The applicants claim that under the present revenues and rates applicable to their enterprises it is impossible to adequately sustain their service, to make needed betterments, or to meet the enormous decreases in net operating income attributable to the very substantial increased cost of fuel coal, materials, supplies, equipment of all kinds and wages entering into the maintenance and operation of their railways.

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"The applicants submit herewith a summarized statement showing that upon the Canadian Northern system alone the increase cost to it of fuel coal, materials and equipment for the ensuing year as compared with the prices in the year just closed and prepared on the assumed basis of the same quantity of business and the same volume of traffic in the two respective years will amount to over five millions of dollars; that these increases are attributable to the horizontal advance in the prices of fuel coal and other commodities purchased by the applicants in the United States and Canada as required, and are also in part attributable to increased duties, war taxes, and increased transportation costs of connecting carriers, both lake and rail, on imported materials. Since the rates of the railway companies are absolutely fixed under the Railway Act, the applicants are powerless to increase their revenue, to equalize or even to approach equalization of this increased cost in fuel coal and other commodities, and they are faced with a huge deficit in net operating income unless immediate relief is granted.

"Substantial increases in both freight and passenger rates are therefore imperatively necessary, and the emergency requires that the relief granted should be made in the most expeditious manner and with the least possible delay.

"If advances in rates be proposed and filed with the Board in compliance with its present rules governing the publication of tariffs, a long delay must necessarily ensue before such tariff publication can be prepared and made effective, and for these reasons it is deemed expedient that any advances permitted should be made by virtue of the War Measures Act and that the Board upon the passage of any Order in Council as may be recommended by the Board should permit the publication of flat percentage advances to existing tariffs by supplementary tariffs filed with the Board and that such supplementary tariffs should be published and made effective at the earliest possible moment."

The applications as originally filed were unaccompanied by notices to representative public bodies. Under the direction of the Board, notices were given. The following public hearings have taken place:—

- At Victoria on June 5.
- At Vancouver on June 6.
- At Toronto on June 12.
- At Nelson on June 16.
- At Calgary on June 18.
- At Edmonton on June 19.
- At Montreal and Saskatoon on June 20.
- At Regina on June 21.
- At Winnipeg on June 22.
- At Fort William on June 25.

At some points the application has been opposed without qualification; at other points a qualified opposition has been raised; while at others no objection is taken.

Some of the larger shippers, in views of the admitted increased cost of railway service, have looked upon the increase as inevitable. The Quaker Oats Company writes that it is agreeable to such general advances in freight rates, as in the opinion of the Board, seem to be justified by conditions now existing.

The secretary of the Hamilton Board of Trade was instructed to advise this Board that no objection would be taken, provided such advance was shown to be justified. That Board was at difficulty, however, in understanding why an increase of 10 per cent, 12 per cent, or some other percentage rate was not adopted; and taking the position that, if the Railway Board determines that the railways are entitled to an advance as

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a temporary measure, the privilege be confined to some specific, definite time. The suggestion made was a year, and at the end of that time the present rates should automatically come into effect.

Mr. Georgeson, who appeared for the Calgary Board of Trade, thus states the position of his Board:—

"Calgary will not submit any evidence on this question. It agrees that the cost of operation has increased, particularly in the items of fuel and wages. We have no means of knowing whether the proposed increase is necessary or not. The Commission can secure the necessary evidence from the railroads, and we will leave the matter in your hands for adjustment. We cannot tell whether 5 per cent or 25 per cent is sufficient. We have no means of offering any evidence. We do agree to the general principle that there are reasons why there should be an increase of rates."

The submission of the Toronto Board of Trade is as follows:—

"On behalf of interested members this Board submits that the transportation service generally has been and is at present inadequate, and it is feared that owing to the financial position of certain companies, lacking materials and equipment at a greatly increased cost, conditions will not improve unless the necessary capital is expended to meet these requirements and it is imperative that immediate action be taken to meet the emergency.

"To this end I am instructed to state that if the Board of Railway Commissioners decides that the exigencies of the situation may best be met, and the required service provided and maintained, by granting an increase in rates not exceeding 15 per cent, this Board will not offer opposition thereto provided:—

"1. That coal and coke and such articles or commodities as are of little value and carry relatively heavy freight charges, such as crushed stone, sand, clay, gravel, etc., shall be exempt therefrom;

"2. That tolls covering such regulations and services as switching, weighing, demurrage, refrigeration, car service, transfer, diversion, reconditioning, heating, storage, elevation, or other special services, shall be exempt therefrom;

"3. That the advance in rates be distinctly considered as an emergency measure and that such rates shall remain in effect for a limited period to be determined by the Board of Railway Commissioners."

The Quebec Board of Trade say:—

"The demand of the railway companies of Canada to be allowed to increase their freight and passenger tariffs by 15 per cent, has been referred to the chairman of our transportation committee, Mr. Alex. Hardy, for study. In accordance with his report, with which our council concur, and on account of his long experience in such matters, and in view of the fact that the cost of coal and all operating expenses has greatly increased—temporarily we hope—we would recommend that the Railway Commission should allow an increase in freight and passenger rates of 10 per cent for one year from the date of its going into force, upon the following conditions:—

"1. That the increase shall be for one year only, and that at the expiration of that time the present tariffs shall again come into force;

"2. That so as to indicate its temporary nature and to avoid the necessity of making new tariffs, the railways shall be authorized for 12 months to add 10 per cent at the foot of all their freight bills and to collect 10 per cent extra on all tickets sold;

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"3. We do not consider that the extra flat rate of 15 cents per ton upon coal, irrespective of distances, is equitable. The 10 per cent should apply upon this item also, instead of 15 cents per ton, but not to exceed 15 cents per ton in any case.

"4. We would recommend that no increase be allowed on wheat or other grain to Canadian seaports for export. We consider this imperative, so as to put a stop to the lamentable diversion of our western grain trade to New York and other United States seaports, which last year took away two-thirds of our western grain trade."

Mr. Fisher, who appeared for the Edmonton Board of Trade, is reported as follows:—

"The matter was discussed fully by the committee and the council of the Board and at a very largely attended meeting. This was the result of the general meeting, on June 12, and I will submit the resolution to you:—

"Resolved that while some general advance in railway tariffs may prove necessary as a temporary measure in view of the increased cost of operation, this Board had been unable to elicit from the Canadian Freight Association any information as to the relationship between the increase that has taken place in the cost of operation and the increase in revenue which would result from the proposed general increase in tolls. Consequently it is urged that such increase should be permitted only after it has been clearly shown to the satisfaction of the Board of Railway Commissioners that such increase is necessary to enable the railways to continue to afford satisfactory service to the public; and that it be clearly understood that any increase permitted is of a purely temporary character owing to abnormal conditions and not to be continued in effect after conditions have become normal."

"You will see there, sir, that the Board does not take exception to the idea of an advance in rates, if necessary."

"The CHIEF COMMISSIONER: All you want to see is that it is kept down to a fair figure."

"Mr. FISHER: Yes, just what is absolutely necessary."

Mr. Tilson, who appeared with Mr. Hutchison for the Montreal Board of Trade, read into the record the following resolution, as representing the views of that Board:—

"I beg to say that the council of this Board having requested its Transportation Bureau Committee and the several branch associations of the Board to consider and report regarding the application of the railways to the Board of Railway Commissioners for a recommendation to the Governor General in Council for the passage of an Order in Council under the War Measures Act, 1914, permitting a general advance of 15 per cent on existing tariffs covering freight and passenger tolls, including a specific advance of 15 cents per ton on coal, a joint meeting of the Transportation Bureau Committee and representatives of the Corn Exchange Association, the Wholesale Drygoods Association, the Metal and Hardware Association, the Lumber Association, the Produce Merchants Association and the Wholesale Liquor Association was held this afternoon, when the joint views were embodied in a draft resolution, which draft was considered by the council of this Board at a special meeting held this afternoon, when after full consideration of the same, it unanimously adopted it as follows for communication to your Board:—

"Resolved that the council of the Montreal Board of Trade, recognizing the need of an improved service and the need of the railway companies for financial assistance to enable them to provide the necessary

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equipment and additional facilities as well as to cover the increased cost of labour, coal and supplies, will not oppose the application of the railway companies for a general advance on existing tariffs covering freight and passenger tolls, except with regard to the following conditions:—

"1. That the amount of the increase shall be such as the Board of Railway Commissioners is convinced from evidence submitted is necessary under present abnormal conditions, but that it shall not exceed 15 per cent."

"I may say, Mr. Chairman, that this was merely included in the resolution, so that it would be in the record."

"2. That such increases do not apply to terminal rates, charges and allowances or absorptions and rates and charges for demurrage, weighing, switching, car service, transfer, diversion, re-conignment, refrigeration, icing, storage, elevation, and other transit or special services."

"3. That owing to the general hardship involved by the current high prices that no advance be made as applying to coal and coke, and that consideration be given as to the wisdom of applying advances to low grade commodities such as crushed stone, sand, clay and gravel, etc., etc."

"We mean that perhaps the Board might, in taking different districts, think that in some cases on low class commodities 15 per cent would be too high, that perhaps under some conditions it might be too high to add 15 per cent on crushed stone, sand and gravel."

"4. That the advance be distinctly regarded as a measure of emergency, and therefore that any advance that may be granted shall apply for a period of one year only, when any extension of that period which might then be asked for by the railway companies could, if conditions warrant it, be considered by the Board of Railway Commissioners."

"We thought that if advance was granted by the Board there should be a fixed limit, not an indefinite limit, and that if conditions were not such that the roads could operate under the old tolls they could make another application to the Board at some future time."

"I am to add that the Council is of opinion that in the case of contracts entered into by shippers prior to the notice of application by the railway companies for an advance in their rates, in event of your Board granting any advance, consideration should be given to such contracts."

Mr. Harrington, who appeared for the Retail Coal Dealers, submitted the following resolution of his association:—

"We realize the necessity of granting to the applicants at this time a substantial increase in freight and passenger rates, so that an efficient service may be assured by them."

"We would, however, respectfully present:—

"(a) That inasmuch as the applicants have invoked the War Measures Act, so that an Order in Council may relieve them from the regulations prescribed by the Railway Act, that any increase which your honourable Board may in its wisdom deem necessary to the carrying on of its enterprises set forth by the applicants, must be made subject to the duration of such War Measures Act."

"(b) That assurances must be given by the applicants that the revenue to be derived from such increase in rates shall be extended by the applicants in the securing and contributing of adequate services, by the immediate acquisition of the necessary materials, supplies and equipment, and in the payment of the necessary wages to competent labour to maintain such equipment in the highest possible state of efficiency."

"(c) That both anthracite and bituminous coal be included in the percentage advance of 15 per cent, with a maximum charge of 15 cents per ton, and not

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subjected to the specific charge of 15 cents per ton, as asked for by the applicants, and I have added to the above, and subject to a further reduction by participation by Canadian lines in such increase in coal traffic as may be authorized by the United States Interstate Commerce Commission."

Mr. Selanders, who appeared for the Saskatoon Board of Trade, stated that the shippers of Saskatoon recognized that it would be an economic fallacy of the most dangerous kind to starve our transportation companies in a country where transportation is one of our fundamental economic problems; but, at the same time, he very reasonably stated that he wanted to be sure that the increase that is demanded is reasonable.

Mr. Selanders also pointed out that with his present information he was unable to reconcile the drastic demand of 15 per cent increase in freight and passenger rates in face of the increased net earnings of the railway companies.

Mr. Selanders finished his argument with the following statement:—

"Therefore, Mr. Chairman, we would be exceedingly glad if the Board of Railway Commissioners would investigate this situation, and thereafter inform us what in their judgment the railway companies ought to get. If an increase in freight rates and passenger rates is necessary in your judgment after investigation, and if that increase is necessary for the maintenance of our railways in a reasonable degree of efficiency, why, I think you will find that the West will not be behind. We are willing to bear our own share of the burden, but we do not wish to bear too much. We do not wish to have our fundamental economic handicap unnecessarily accentuated."

Mr. McDonald, who appeared for the Regina Board of Trade, said:—

"Referring to this application and the table indicating the increase, we desire to emphasize that if the increase applied for by the Railway Freight Association is necessary in order to meet the increased charges as referred to by Mr. Hinton, this Board has no objection to the raise. We are of opinion that under existing conditions, however, the increase is not justifiable, inasmuch as there are few organizations that are in a position to profit in consequence of the war to the extent of the transportation companies. We believe that that should be borne in mind. We believe, too, that that is borne out by the weekly and monthly statements of the business by the various railway companies."

"The position the Board desires to take is that the Railway Commission provide itself with figures obtained from absolute audits of receipts and expenditures of the various railway companies, and if in the opinion of the Commission the increase is necessary, then we concur."

"The Board further takes the position that whatever increase, if any, the Board may decide upon, it should be based upon conditions prevailing under the freight schedules as of the 25th April, 1917.

"Of course it is to be understood as a war measure."

"The CHIEF COMMISSIONER: Purely temporary?"

"Mr. McDONALD: To determine at the expiration of the war. That is about all we care to say with respect to it."

Mr. Starkey, who appeared for the Nelson Board of Trade, urged that if the Commission decided that the railway companies were entitled to an advance, it should not be put upon a 15 per cent basis; that the effect of a flat increase would be to put Nelson at a still greater disadvantage in its competition with coast cities. Mr. Walsh representing the Canadian Manufacturers Association, at the hearing at Winnipeg, read into the record the following resolution:—

"The Canadian Manufacturers' Association will not oppose such increase in rates, not exceeding 15 per cent, as the Board of Railway Commissioners may

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consider proper, with the exception of tariffs covering coal, coke, milling-in-transit and similar services, and after giving proper consideration to such articles as are of little value and carry very heavy freight charges, like crushed stone, sand and gravel, on the following conditions:—

"1. That it be considered strictly as a war measure.

"2. That the Board can satisfy themselves that this increase will enable the railways to provide an adequate service throughout.

"3. That it shall remain in force for a limited period, to be determined by the Board."

Mr. Ingram representing the Canadian Manufacturers' Association of Western Canada, concurred in this resolution and dwelt upon the paramount importance of equipment and service.

Mr. Benson, speaking for the Winnipeg Implement Association, said:—

"We feel that we can safely leave this in the hands of the Board. There is no question but what the prices of everything have been advanced, and this is, according to our interpretation, a war measure. We feel that the request of the railway companies should be granted, provided that your Board feels it is necessary for them to have 15 per cent. But we are satisfied to leave the matter of percentage of increase in your hands."

The general effect, of the above is a recognition of a change in conditions brought about by the war, of increased costs, and the necessity of some action. Other public bodies opposed the application "in toto" and objected to any relief being accorded to the railways. The Board of Trade of Duncan, B.C., passed the following resolution:—

"Resolved that this Board of Trade protest against any increase in freight rates west of the Great Lakes, inasmuch as the last year was the record of any year for Canadian railways, and the present high freights form a serious bar to the economic development of the West."

The Revelstoke Board of Trade expressed themselves as opposed to any advance being allowed, either directly or indirectly, claiming that the statements of earnings do not warrant any increases whatever.

The Vancouver Board of Trade was represented at the sittings, by Mr. Shallcross, who submitted, among other matters, the following resolution:—

"That the Committee is opposed to the application of the railway companies for an increase of 15 per cent on freight and passenger rates.

"In support of their protest the committee submits the following, and urges your earnest consideration thereof:—

"The committee assumes that the main justification for an application to increase rates at this time would be because of a reduction in the net revenues or an increase in the operating ratio sufficient to gravely threaten the financial standing of the railways.

"From the Government blue books, the committee obtained the following figures:—

	Gross Earnings.	Net Earnings.	Operating Ratio
1913.....	\$256,792,793	\$ 74,691,912	70.9
1914.....	243,683,539	61,168,289	73.6
1915.....	199,843,972	52,141,972	73.9
1916.....	261,888,657	81,346,394	68.93
	<hr/> \$961,517,971	<hr/> \$272,257,658	<hr/> 287.33
Average per annum.....	\$240,379,192	\$ 68,064,114	71.83
1916.....	261,888,657	81,346,394	68.93
	<hr/> *\$ 21,509,165	<hr/> \$ 13,281,980	<hr/> \$ 2.90

*Increase for 1916 over average †Increase ‡Increase for 1916 over average

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"From the foregoing it will be seen that for the four years 1913 to 1916, inclusive, the gross and net earnings show a marked increase, whilst the operating ratio shows a decrease of 2.90 per cent in 1916 compared with the four years' average.

"In the foregoing circumstances the committee had hopes that the railway companies would consider a reduction both in the passenger and freight rates.

"To a very substantial extent the freight charged the people of Vancouver by the railways emanates from eastern seaports or adjacent points. An increase of 15 per cent from these points would probably not be urged by the railway companies if the people of Vancouver were permitted to make use of the Panama Canal. As the Board is no doubt aware, this waterway can only be used by the residents of the Canadian Pacific coast with the consent of the Dominion Government, by which we mean the appointment of a Canadian customs officer at New York. That this appointment be made, has been requested by the Board of Trade on many occasions, and as many times denied, by the Dominion Government.

"If an increase in the freight rates can be justified by the railways then we urge that this increase should not be made to apply in the local rates in British Columbia. The transportation committee would remind the Board that in its judgment in the Western rate case the Board applied a standard scale to the Pacific division, approximately 30 per cent higher than that applied on the Prairie.

"In these circumstances the committee feels that this province is already carrying more than its share of the load."

Mr. Shallcross also objected to any increase whatever in passenger rates, basing his objection on the ground that passenger rates in British Columbia were four cents a mile as compared with three cents a mile east of Calgary.

Specific objections to the increase were also taken at Vancouver on behalf of the lumber trade. Among other matters it was urged that if any advance should be allowed on a percentage basis, present differential existing between the different producing centres would be upset; but that if an increase had to be given the increase should be a flat rather than a percentage increase, the effect of which would be to exaggerate existing differentials. It was strongly urged for the Coast Mills that their present relative position with other producing centres be not disturbed. Great stress was also laid on the fact that much lumber was ordered in advance and accepted on the basis of the old rate, and that a reasonable time should be allowed the trade within which to complete existing contracts so accepted.

Mr. Adolph took a similar ground on behalf of the Interior Mills of British Columbia, arguing in favour of a flat advance, and that slabs and wood refuse used for fuel ought to be treated in the same manner as coal.

Mr. Campbell, on behalf of the Fruit Growers, protested strongly against advances in the Canadian fruit rate on account of no similar advances in American rates.

At the Toronto sittings special objections were raised by dealers in crushed stone and sewer pipes, and by canners, fruit growers, and livestock interests. Mr. White, who appeared for the livestock interests relying on the results obtained from Canadian Pacific operation as an answer to the application.

The application was also opposed at Toronto by the Board of Trade of Kitchener and the Kitchener Manufacturers' Association. The position taken by the Association, along with the executive of the Board of Trade, was that assistance should come from the Government in the form of a loan, or something of that nature, rather than

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a tax on the shipper. Mr. Moody, who appeared on behalf of the Association, stated that in his belief some of the railway companies required assistance, but insisted that it should not be given through an advance in rates. The following resolution was put on the record:—

"That in view of the reports of the Commission appointed by the Dominion Government to investigate the railway situation in Canada, and the necessity pointed out in both the minority and the majority reports, for the Government of Canada to take over the Canadian Northern Railway, the Grand Trunk Pacific Railway and the Grand Trunk Railway:—

"Be it resolved that this Association go on record as against any increase in freight or passenger rates as asked for by the railways of Canada, at least until the question of Government ownership of railways is finally decided.

"Should, however, the Railway Commissioners of Canada decide that an increase in freight and passenger rates is required to provide equipment for the railways of Canada in order that proper railway service may be given to the Canadian public, and if possible a recurrence of conditions as they existed in the winter of 1916-1917 may be avoided.

"That the proposed increase in freight and passenger rates of 15 per cent, or whatever percentage of increase in these rates may be required in the judgment of the Railway Commissioners of Canada, be levied in the form of a Government tax, to be placed at the disposal of the Railway Commissioners of Canada, to provide a reserve of railway equipment, to be leased by the Railway Commissioners to the railways requiring additional equipment."

Mr. Moody also appeared at the sittings in Montreal, when he stated:—

"After making my report to the Kitchener Manufacturers' Association, Mr. Chairman, they asked me to return and explain their opposition to the manner in which this grant is being asked for by the railways.

"They do not wish to be misunderstood in the fact that they realize that the railways must have assistance, but it is the manner in which this money is to be derived; that is where they get their objection.

"They claim that the railways are a national interest, and that they must be maintained. They also feel that while the railways are of national benefit, the grant or loan or assistance should come from the Dominion of Canada at large, and should be supplied out of the general funds. That would eliminate a whole lot of difficulties and details. The Government would be simply assisting the railways to the extent they are asking, and those that do not require it would not need to be assisted.

"I made my report to the executive as complete as any one could be expected to do, from the applications that were set forth at Toronto.

"What I understand is that there are two of these railways badly in need of assistance, and that it should come immediately.

"If these two railways could be assisted out of the general funds, we as manufacturers would not be saddled with what you might call a doubled up percentage.....

".....The only thing we are looking for is that these railways will be nationalized probably before the time expires during which these people are asking for this advance rate."

Mr. Waddron appeared at the Toronto sittings on behalf of the United Farmers of Ontario, when he stated that it was perfectly clear that where railway freight rates are regulated rates must be permitted to rise according as commodities and labour rise in value. He stated that his clients regarded with great apprehension the

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presentation of the demand in the manner in which it was presented that day. In short, Mr. Waldron challenged the right of the Board to make any recommendation whatever under the War Measures Act, and that the present application was not such as was contemplated by Parliament when passing that statute. He also claimed that the additional rates would add the sum of \$39,000,000 a year to the freight charges collected by the railways, and that probably of that sum more than eighteen and one-half million dollars would accrue to the benefit of the Canadian Pacific Railway, \$5,321,000 to the Canadian Northern, and \$5,873,256 to the Grand Trunk Railway, with the result that, in his view, one system requiring no assistance would, under the present application, receive \$18,500,000 in order that justice might be done the Canadian Northern and the Grand Trunk.

On being asked by the Assistant Chief Commissioner how he would work it out; whether he would allow the increase to the Grand Trunk and advise the people that they should ship by the road which has the higher rates Mr. Waldron answered:—

“I do not profess to offer a solution of that great difficulty, Mr. Chairman. One solution is offered by Sir Henry Drayton and Mr. Acworth, another by Mr. Smith.

“What you are asked to do here is to proceed and solve it in another way which I understand these gentlemen refuse to accept. That is one of the obstacles and one of the objections which I make to this application.”

At Winnipeg, Mr. Martin, who appeared for the Board of Trade, objected entirely to any increase at all. He dwelt on the bad effect of paralleling, the fact that in many places railways were altogether too close, and that in other sections there were great distances without lines. He argued that, as a result the revenues of the companies were greatly affected, pointing out that with lines constructed only five miles apart or less, as is the case in a good many places, of necessity there is not the same traffic offering as would have been the case had the distance between them been fifteen or twenty miles. Mr. Martin also dwelt upon the large earnings of the Canadian Pacific. His first suggestion as to adequately dealing with the question was the adoption of the majority report of the Royal Commission.

Mr. Mylius, who objected, took the position that there was no justification for any increase, and as a remedy believed that it would pay the Government to take over the Canadian Northern and the Grand Trunk Pacific and tear up many hundreds of miles of the Grand Trunk Pacific rails, and put these rails down in cross-sections to give lots of feeder for the two then existing lines, the Canadian Northern and the Canadian Pacific. He also made a special plea for the western shipper.

Mr. Chevrier, who appeared for the Retail Merchants' Association, took the stand that the Government ought to loan the necessary funds to the railways, and objected entirely to any increase in rates.

Mr. McKenzie, who appeared with Mr. Henders for the Grain Growers' Association of Manitoba, was alarmed at the depopulation of the land, which he thought an increase in the rates would add to. He made an interesting study of Canadian Pacific figures and successes, dwelt on the hardship to the farmers that any increase would entail, and thought that the Government should now help the Canadian Northern and the Grand Trunk Railway Companies, rather than grant any increase.

On the question of the position of the Canadian Pacific Railway, Mr. McKenzie argued that the company's general balance sheet of December 31, 1916, showed a total liability of but \$602,297,912.75. In his analysis he transfers reserves premiums on ordinary stock sold, different reserves and appropriations, the net proceeds of lands and townsites, the surplus revenue from operation, and surplus in other assets, from the liability to the asset side of the balance sheet. It is, of course, obvious that this transfer is quite correct in at least some of these items.

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With these transfers, Mr. McKenzie increased the assets shown in the balance sheet and amounting to \$986,768,543.90, by the sum of \$384,488,631.15, making a grand total of \$1,371,257,175.05. In like manner, of course, these deductions from liability, were used by Mr. McKenzie in reducing the total liability shown by the company's balance sheet to the amount above stated.

No answer is made with reference to the large increase of cost and the position of the other lines; but Mr. McKenzie's position may shortly be stated as follows: More increases in cost, never mind how great, cannot be looked upon as conclusive or necessitating a rate increase. The increase in gross must also be considered. If the increases in gross revenue are sufficient to absorb the increased cost, so as to still afford the company a reasonable return on its capital and for the service rendered, the increases having been taken up by the increased business the public afforded the company, no increases whatever should be made; that an increased rate, to be effective, must be common to all companies; and that the effect of the increase asked would be to give the Canadian Pacific Railway Company some \$18,000,000 of added revenue, which it does not require, while the other applicants, that need assistance, would get a little better than \$5,000,000 a piece.

Mr. Pitblado appeared for the Government of the province. He opposed the application with regard to the financial position of the Canadian Pacific, and endorsed Mr. McKenzie's argument in this connection.

Mr. Pitblado challenged the jurisdiction of the Board to make a recommendation to the Governor in Council under the War Measures Act. He said:—

"But it is beside your powers for the railway companies to ask you to recommend to the Governor in Council what they should do under the War Measures Act, and I submit that the responsibility and power and control is in the Governor in Council, and that the railway companies have no right to ask you to do anything."

Mr. Pitblado also submitted that the railways in their application were attempting to over-ride agreements. The first agreement referred to was the Crow's Nest Pass agreement made by the Canadian Pacific with the Dominion government. The agreement is printed in the Dominion Acts 60-61 Victoria, Chapter 5. This agreement makes provisions that in consideration of \$11,000 a mile paid to the Canadian Pacific Railway Company, not exceeding in the whole \$3,637,000, the rates should be reduced on a large number of commodities.

The other agreement referred to by Mr. Pitblado is known as the Canadian Northern Railway's agreement with the Manitoba Government, of 1901, and printed in chapter 39 of the Manitoba Statutes of that year. Under that agreement, in consideration of guaranteeing the railway company's bonds and giving them a lease of the Northern Pacific and Manitoba road, a reduced rate schedule was agreed to by the Canadian Northern.

No analysis was prepared either by the railway companies or by the contestants, as showing how the present application would conflict with these agreements.

It is only fair to say that Mr. Pitblado certainly cannot be criticised in this regard, as he did not have sufficient time at his disposal to prepare such an analysis. This the Board has been obliged to do, and we find that there is no doubt that these agreements are material and have to be considered.

Mr. Phippen, who appeared for the Canadian Northern, in answering Mr. McKenzie, made the statement that if his company had been assisted in the same way that the Canadian Pacific had been assisted, it would require no increase in rates whatever; but insisted that, if the railway situation was taken care of by Government aid, as suggested, that in the place of loans to the amount necessary, the railways

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ought to get cash gifts from the Government, as beyond all question their operation was costing them just so much more, and that they were unable to make any proper or satisfactory return on their activities.

Under such circumstances, under Mr. Phippen's submissions the mere advance of moneys to meet the necessities of the companies would simply mean a change of creditors and work no real financial improvement.

The Canadian Pacific Railway Company was not represented at this hearing. They asked, however, for the opportunity to put in a written reply. This reply was filed with the Board on August 17, 1917, a copy being furnished to Mr. Pitblado. The material submissions made on behalf of the company are as follows:—

"1. Extent of aid to the Canadian Pacific."

"The extent of the aid given to the Canadian Pacific has been stated in a very misleading way both in the Drayton-Acworth report and by the opposants to this application, including counsel for the Canadian Northern Railway Company.

"The Canadian Pacific received as a term of its contract in consideration of work done and obligations to be performed—perpetual obligations of enormous magnitude—\$25,000,000 in cash, certain portions of railway constructed by the Government, and 25,000,000 acres of land. The real value of these considerations must be ascertained as of the time of the contract or the completion of the works, not at a period over thirty years later. The aid is what was given, not what the company were able, largely through their own efforts, to make it worth to it. The land in question was valued at ten cents an acre in 1881. The minimum sale price was fixed by the Government in 1884 at \$1.25 per acre; a large block of land was offered by the company to the Government in 1885 for \$2 an acre, and in 1886 the Government accepted in full of its claim against the company land sufficient to cover the amount due at the rate of \$1.50 per acre. The so-called subsidy, which was nothing more nor less than the consideration for the undertaking of these huge obligations imposed upon the company by the Crown, was worth at the time of the contract, \$2,500,000; in 1884, \$31,250,000; in 1886, \$37,500,000. It would be almost as logical and correct to say that the value of the raw product to the producer is identical with the value of the finished article to the consumer as to contend that the amount received by the company from land sales in the last thirty odd years plus the present value of the unsold lands as shown by the company's books represents what was given by the Crown to the company in 1881.

"Another obviously inaccurate fallacy in the figures employed by counsel for the province and his associates is that no allowance is made for the enormous and expensive organization which the company was compelled to establish and maintain to sell and colonize its lands. It is inferentially suggested that all the company did was to wait for the purchasers and that no expense to it was involved. No regard is had for the sums expended by the company in exploiting Canada and inducing settlers, all of which would require to be deducted from the proceeds of lands sold and the value of lands remaining unsold.

"2. The company's reserves."

"What the company has accumulated in reserves is not an element in determining this application. All its earnings were made from the sale of transportation at legal rates established and approved by the Board and if, because of the volume of business transacted and its efficiency in conducting

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its operations, a surplus has been built up, no argument can, it is submitted, be based upon that fact, especially when all that is asked is that additional earnings, less than sufficient to meet the additional expenditures may be secured. If the value of the elements necessary to produce the commodities to be sold has increased, it could fairly be asked that the sale price of the commodity be increased proportionately.

"3. The company's earnings have not been excessive.

"The actual cash invested in the Canadian Pacific Railway (exclusive of the cost incurred by the Government in constructing portions built by it) was on June 30, 1916, \$789,115,096, the net earnings from railway operations were \$48,839,101 and the percentage of earnings on cash invested was 6.19. For the years ending June, 1914, and 1915, the percentages were 5.39 and 4.23 respectively.

"In other words the company has not always earned bare interest on the money put into the railway and has never earned enough to be accused of excessive returns.

"The value of the company's railway enterprise is in excess of \$1,000,000,000 and its shareholders have received dividends from railway operations and special income of 10 per cent per annum or \$26,000,000. The return to the company shareholders from the use of its facilities by the public is less than 2.6 per cent of the value of the company's undertaking. Can it be suggested that this is an inordinate or even an adequate return?

"4. Additional expenses.

"The company closed the year ending 30th June, 1917, with gross earnings from freight and passenger business of \$410,759,986 and net earnings of \$18,157,758.

"The increased expenditure for wages, fuel, etc., for 1917-18 over 1915 as using the same requirements as 1915, though they will be 20 per cent greater, will be \$19,376,922. These figures are larger than those contained in the schedule attached to the application made in April and are the ascertained costs due to the increase in the prices of material and labour as follows:—

General purchases.....	\$4,869,504 or 60.3%
Fuel purchases.....	6,659,411 or 82.3%
Tire purchases.....	695,625 or 47.0%
Stationery purchases.....	502,310 or 60.0%
Labour.....	6,650,000 or 18.0%
Total increase.....	\$19,376,922 or 35.8%

"The granting of the eight hour day to practically all employees involves an enormous and permanent increase in cost of labour.

"The increases applied for will give increased revenues based on freight and passenger business of the year of 30th June, 1917, of approximately \$17,500,000. Costs and wages are still climbing rapidly and the company only asks for sufficient additional revenues to partially offset the increased costs as now ascertained.

"5. Where will the burden fall.

"Mr. Pitblado in his address to the Board assumed that any increase of rate would fall in the main upon the shippers in Western Canada. Unless the rates are not now relatively fair (and the Board has decided that they are)

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the earnings in one part of the country, as compared with another, are not a factor. The facts are not, however, as Mr. Pitblado assumes. The increase which is, of course, calculated on the gross operating revenues will fall most heavily relatively on Eastern Canada.

"The gross operating revenues for the year ending June 30, 1917, were as follows:—

Operating revenues on lines east.. . . .	\$59,459,718
" " " west.. . . .	\$1,300,267
Mileage—	
Lines east.. . . .	4,827
" west.. . . .	8,125
Gross revenue per mile of line in east.. . . .	12,313
" " " lines west.. . . .	9,957

"6. Necessity for Increases.

"The position of the Canadian Pacific Railway is unique. It cannot and does not contend that the increase is necessary for it to earn its operating expenses and fixed charges, as do the Canadian Northern and Grand Trunk. Its financing has been such that its fixed charges form a smaller proportion of its obligations than with other companies. It pays 7 per cent per annum divided to its shareholders from operating revenues. It is as essential to the credit of the company and to the credit of Canada that it earns its dividends and reasonable surpluses as it is that the Canadian Northern and the Grand Trunk should maintain their fixed charges. It cannot be said that it would be a greater calamity for Canada if the Canadian Northern Railway and the Grand Trunk Railway should go into the hands of a Receiver than it would be if the Canadian Pacific's financial position should be weakened. Is it not a fact that the strength and ability and willingness to earn, raise and spend large sums of money in improved facilities and equipment has had a vital and beneficial effect on the development of Canada and has contributed more than any other agency to the transportation necessities of the whole country. Can this condition be met and continued otherwise than by the financial strength and earnings sufficiently large to ensure a reasonable margin of safety to the investor and ample surplus for working capital. The demands on the company have been extraordinary and will no doubt continue to be. In no other way can they be met and it is submitted with respect that no other condition should be permitted to arise."

"7. Increase on future earnings.

"It must not be forgotten that the application has only to do with gross earnings to be secured in the future during the time the increase granted is in effect. It is obvious to all those familiar with the railway situation that the earnings cannot be maintained at their present high level and that the diminishing of the heavy shipments of munitions and general war supplies and of carriage of soldiers will have a pronounced effect on the railway companies' earnings during the succeeding year.

"There is, on the other hand, little likelihood of decreases in the cost of materials sufficient to offset decreased revenue and, in these circumstances, there is practically no ground for the hope that the increase, if allowed, will amount to anything like the figures which have been estimated. As evidence that this is so, it may be of interest to note that the gross earnings of the Canadian Pacific for the first week of August are over \$400,000 short of the earnings for the same week in 1916."

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I, in the first instance, deal with the objection taken by both Mr. Pitblado and Mr. Waldron that it is not within the jurisdiction of the Board to advise the Governor in Council as to what action the Government ought to take under the War Measures Act.

Speaking generally, the jurisdiction of the Board is that established by the Railway Act. The War Measures Act certainly does not confer any jurisdiction on the Board one way or the other. No request has been made to the Board by the Governor in Council to report upon the subject. Under the War Measures Act.—

"The Governor in Council shall have power to do and authorize such acts and things, and to make from time to time such orders and regulations, as he may by reason of the existence of real or apprehended war, invasion or insurrection deem necessary or advisable for the security, defence, peace, order and welfare of Canada; and for greater certainty, but not so as to restrict the generality of the foregoing terms, it is hereby declared that the powers of the Governor in Council shall extend to all matters coming within the classes of subjects hereinafter enumerated, that is to say:—

"(d) transportation by land, air, or water and the control of the transport of persons and things."

5 Geo. V, Chap. 2, Sec. 6.

As to the great necessity of properly maintaining transportation during a time of war, there is, of course, no room for argument. My own personal view is that there is also room for improvement in the companies' present facilities.

The application, however, is an application entirely in case of the railway companies' finances, and not primarily, if at all, for the purpose of improving facilities and service. This was very frankly admitted by Mr. Hanna, one of the chief witnesses called by the Canadian Northern Railway Company.

In my view, the objection is well taken, and the application is one which ought to be considered by the Board as an application for increased rates under the provisions of the Railway Act.

I now deal with Mr. Pitblado's argument as the Crow's Nest Pass Agreement and Statute; and also the Manitoba Agreement.

Under the provisions of 60-61 Victoria, Chapter 5, the Governor in Council was authorized to grant to the Canadian Pacific Railway Company a subsidy towards the construction of the railway from Lethbridge through the Crow's Nest Pass to Nelson, to the extent of \$11,000 per mile, until the sum of \$3,360,000 in all had been advanced.

The company has accepted the subsidy; the line has been completed; and the terms of the Statute have been agreed to.

The Act contains the following provisions:—

"(d) That a reduction shall be made in the general rates and tolls of the company as now charged, or as contained in its present freight tariff, whichever rates are now the lowest, for carloads or otherwise, upon the classes of merchandise hereinafter mentioned, westbound, from and including Fort William and all point east of Fort William on the company's railway to all points west of Fort William on the company's main line or on any line of railway throughout Canada owned or leased by or operated on account of the company, whether the shipment is by all rail line or lake and rail, such reduction to be to the extent of the following percentages respectively, namely:—

"Upon all green and fresh fruits, 33½ per cent;

"Coal oil, 20 per cent;

"Cordage and binder twine, 10 per cent;

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- "Agricultural implements of all kinds, set up or in parts, 10 per cent;
- "Iron, including bar, band, Canada galvanized sheet, pipe, pipe fittings, plates, nails, spikes and horseshoes, 10 per cent;
- "All kinds of wire, 10 per cent;
- "Window glass, 10 per cent;
- "Paper for building and roofing purposes, 10 per cent;
- "Roofing felt, box and packing, 10 per cent;
- "Paints of all kinds and oils, 10 per cent;
- "Live stock, 10 per cent;
- "Woodenware, 10 per cent;
- "Household furniture, 10 per cent.

"And that no higher rates than such reduced rates or tolls shall be hereafter charged by the company upon any such merchandise carried by the company between the points aforesaid; such reductions to take effect on or before the first day of January, one thousand eight hundred and ninety-eight;

"(c) That there shall be a reduction in the company's present rates and tolls on grain and flour from all points on its main line, branches, or connections, west of Fort William to Fort William and Port Arthur and all points east, of three cents per one hundred pounds, to take effect in the following manner: One and one-half cents per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-eight, and an additional one and one-half cents per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-nine; and that no higher rates than such reduced rates or tolls shall be charged after the dates mentioned on such merchandise from the points aforesaid."

An examination of the tariff situation on apples to a few typical points applicable at the time this Act took effect as reduced by the Act and the agreement, and the present rates established the following rates:—

To—	Contract. Cents.	Present. Cents.
Winnipeg..	55	53
Regina..	83	83
Medicine Hat..	97	96
Lethbridge..	100	100
Edmonton..	123½	104
MacLeod..	114½	104

It will be observed that the present rates to Regina and Lethbridge are merely the rates reserved by the contract, and that in only two instances, the movements to Edmonton and MacLeod, could any substantial advance be made, having regard to the terms of the contract.

This situation is not peculiar to the apple traffic. The rates applicable to the barrelled coal oil movement in earlots for Fort William are as follows:—

To—	Contract. Cents.	Present. Cents.	With 15% Increase. Cents.
Winnipeg..	45½	33	39
Brandon..	53	49	56
Regina..	71	65	75
Swift Current..	79	76	87½
Medicine Hat..	88	84	96½
Calgary..	96	95	109½
Lethbridge..	92	90	103½
Saskatoon..	93	74	85
Edmonton..	120	95	109½

It will be noted that on only the first and last two items of the table is the 15 per cent advance possible. An advance to the other points, allowing the rates to go

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back to the contract basis, would fall very far short of the 15 per cent, which could only as above stated be allowed under the contract in the cases of Winnipeg, Saskatoon and Edmonton.

A most important movement is that of agricultural implements in carlots from Toronto. An analysis discloses the following situation:—

To—	Contract. Cents.	Present. Cents.	With 15% Increase. Cents.
Winnipeg.....	68½	63	72½
Brandon.....	80	73	84
Regina.....	97	87	100
Swift Current.....	106½	96	110½
Calgary.....	125½	116	133½
Saskatoon.....	116½	95	109½
Edmonton.....	148	116	133½
Lethbridge.....	121	110	126½

While the present schedule in each instance is below the contract price, the result again shows that in most cases no such increase as that asked could be made.

There is no doubt that there is authority for the proposition that the passage of an Act giving a new Commission, by it formed, full jurisdiction to fix just and reasonable freight and passenger rates and fares, automatically repealed previous maximum rate laws—the basis supporting such proposition, of course, being that the object of the legislature is plainly declared, namely, the fixing of just and reasonable freight and passenger rates, having proper regard, not only to the question of the reasonableness and fairness of the rate itself, but also to the principle of equality as between different districts and shippers, which would be defeated by the continuance of Special Acts giving special rights to any particular district of the country, or creating rates which by change of circumstances and conditions could not be described as just or reasonable.

I am of the opinion, however, that this principle cannot be applied in the present instance.

Section 3 of the Railway Act specifically provides that, unless expressly provided in the Act to the contrary, wherever the provisions of the Railway Act, and of any Special Act passed by the Parliament of Canada, relate to the same subject matter, the provisions of the Special Act shall, in so far as it is necessary to give effect to such Special Act, be taken to over-ride the provisions of the Railway Act.

A specific reduction worked by the Special Act, therefore, limits the general jurisdiction of the Board, having regard to rates. In my view, no matter how great the shortage may be in railway revenue, the Board cannot advance these Canadian Pacific rates, beyond the reduction secured under the Special Act.

Owing to the manner in which our railways are constructed and the territories occupied by them, no useful object whatever would be served by increasing the rates on other lines, as it would simply mean that they would be carrying no business at the higher rate when the lower was available to the public on the Canadian Pacific rails.

The situation in connection with the Manitoba Agreement is entirely different. There, the Act is of a provincial legislature, which does not bind the Board.

In the first instance, the Canadian Northern is a Dominion corporation. In the second instance, assuming that any of the component railways, which are now combined in the Canadian Northern system, were provincial undertakings, the rule obtaining as to Special Acts passed by the Dominion Parliament, is entirely reversed in the case of all Acts of Provincial Legislatures.

Section 6 of the Railway Act provides that where any railway, the construction or operation of which is authorized by a Special Act passed by the legislature of any province, is declared by the Parliament of Canada to be a work for the general advantage of Canada, the Railway Act shall apply to such railway and to the company

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constructing or operating the same, to the exclusion of such of the provisions of the Special Act as are inconsistent with the Railway Act.

The situation was recognized by the province and the railway company, who made a joint application to Parliament for an authorizing and confirming Statute by the Dominion.

Their petition was acted upon; and, in 1901, Statute 1, Edward VII, Chapter 53, was enacted by the Parliament of Canada. Section 3 in part reads:—

“3. Nothing in this Act nor in the indentures contained in the schedules hereto, or done in pursuance of this Act or of the said indentures shall,—

(a) divest or limit, temporarily or otherwise, the rights or powers (under existing or future legislation of the Parliament of Canada) of the Governor in Council or of the Railway Committee of the Privy Council, or of any commission or other authority, respecting any matter or thing, obligation or duty.”

The result is that, not only was the jurisdiction of Parliament expressly reserved, but the parties accepted the private or special Act which specifically reserved it.

The effect of the argument, apart altogether from statutory limitations of the Board, must be considered.

The late Chief Commissioner Mabey in his judgment in the *Crow's Nest Pass Coal Company vs. Canadian Pacific Railway Company*, 8 C.R.C. 33, at page 41, says:—

“The Railway Act requires that under substantially similar conditions the tolls charged shall be equal to all persons, and at the same rate, whether by weight, mileage or otherwise, and any reduction or advance either directly or indirectly is expressly prohibited. No undue or unreasonable preference or advantage can be permitted to any person or company. The object of the legislation is to place every one upon terms of absolute equality, and if agreements were permitted to be entered into for reduction in tolls or for other preferential treatment, the door would be opened wide for the defeat of the Act, and the Board would be called upon to struggle with all sorts of conditions, opinions, and complications in the determination of such cases.”

“It will not be understood that I am expressing the opinion that such was the object of the present agreement, the conditions existing when the same was entered into were such that the contrary opinion might be arrived at.”

The judgment of the Assistant Chief Commissioner in *Regina Board of Trade vs. Canadian Pacific and Canadian Northern Railway Companies*, 11 C.R.C. 380 at page 391, reads:—

“It could not surely have been the intention of Parliament in passing section 315 of the Railway Act to permit railway companies to create different circumstances and conditions by entering into a contract with some one and so defeat the intentions of the section. The ‘circumstances and conditions’ which if not substantially similar may justify different treatment to different points, I think must be traffic circumstances or traffic conditions: not circumstances and conditions which may be artificially created by contract.”

When the Regina Rate Case was decided railway revenues were buoyant and expenses normal. The Canadian Northern Manitoba Agreement was there considered. The application of the Regina Board of Trade was based on discrimination. To meet that issue, the Railway Companies relied on the agreement. The Assistant Chief Commissioner held that discrimination could not be excused under any agreement, and ordered the removal of discrimination by the extension of the Manitoba basis to adjoining Prairie territory.

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An agreement, however, of course, ought not to be lightly regarded by the Board. In cases where conditions are similar rate agreements afford excellent evidence of what the railway considers a fair rate. Apart from a change in conditions, an agreement which did not involve discrimination might well be looked upon as conclusive, unless it could be shown that traffic could not continue to be carried under it, and that in the public interest a higher rate which would result in proper public service ought to be ordered. The burden of Canadian Northern obligations which under the agreement were guaranteed by Manitoba and which amounted to a sum exceeding \$25,000,000 have been assumed by the country as a whole.

The operating and traffic conditions maintaining in Manitoba are very similar to those obtaining in Saskatchewan and Alberta. Their similarity was recognized in the Regina Rate Case, and the principle was carried to its legitimate conclusion under the Western Rates Case, with the result that the three provinces, from the effective date of the latter case, have had a tariff basis of similar application to each province and without discrimination.

To now give effect to the Canadian Northern Manitoba agreement and confine its operation to Manitoba, would again restore the discrimination which had been found to exist as against Saskatchewan and Alberta.

As a result, in my opinion, the Manitoba agreement does not as a matter of law conclude the issue. On the other hand a very strong case must of necessity be made out before rates are permitted higher than those reserved by the agreement.

Although admitting that the cost of railway operation is greatly in excess of that obtaining when existing tariffs became effective, submissions are made that nevertheless this application should be dismissed; but that the necessary relief should be afforded for the necessities of the railways by direct Government financial assistance, either by way of loans or absolute gifts. It again has been urged that, instead of increasing rates, the necessitous railways should be taken over by the country and the report of the Royal Commission to inquire into railways adopted.

Again, it is also urged that, as the country is now acquiring the Canadian Northern and has advanced a further sum of \$7,500,000 to the Grand Trunk Pacific Railway Company in case of the financial obligation of that company and its promoter and guarantor, the Grand Trunk Railway Company, no further relief ought now to be afforded any of these companies by a rate advance.

It is, of course, quite true that the country will acquire the Canadian Northern, and also quite true that the advance made to the Grand Trunk Pacific is much in case of the necessities, not only of that company, but also of the parent company, the Grand Trunk. The rights of the companies under the Railway Act as well as the duty of the Board, are not affected by these considerations.

The principle relied on by Mr. Pitblado and Mr. Waldon in their objections to the Board taking action under "The War Measures Act" is applicable.

The whole tariff situation and railway subject is surrounded with much difficulty, but some things are at least clear. Among them, it is clearly the duty of the Board to allow fair and just rates to carriers for the service they perform. It is also clear that the Board can neither order nor enforce rates which are unremunerative to the carriers without infringing the principle of the Railway Act by denying carriers a fair and just rate. No enforced unremunerative rate can be said to be just to the carriers.

The question is one directly affecting shippers and consignees on the one hand, and carriers on the other; but, in arriving at a solution of what a fair rate for the transportation of coal by the Grand Trunk from the frontier to Toronto would be, the fact that the country had relieved the Grand Trunk of a present liability by making a cash advance to the Grand Trunk Pacific, could hardly be a consideration or a reason why a rate otherwise fair and just ought not to be adopted.

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It is equally clear that any losses the Grand Trunk may have made in the Grand Trunk Pacific can afford no ground for increasing the rate, which, apart from such consideration, was fair and reasonable.

There is no reason why the business of the Canadian Northern should be conducted at a loss, simply because the country owns it. Under the Railway Act, the Board certainly cannot deny the people as a whole a rate which would be fair to individuals when owning the transportation system. It appears that a national railway, just as much as any other railway, ought to be operated so as to cover the cost. The interest cost on the Canadian Northern securities certainly cannot be looked upon as negligible and a matter of no moment to the country.

Whether there be room for issue on this score or not, at any rate under the Railway Act the Board cannot consider rates on the Canadian Northern on a different basis to those on other roads, simply because the country will in future own the stock.

In like manner, it is not for the Board to determine whether any set of railways ought to be consolidated or not, even if, in the opinion of the Board, such a consolidation might justify a lower rate schedule. The Board has no legislative functions; but, on the other hand, it is a statutory body with a statutory jurisdiction. The incorporation of railway companies and the determination of their routes—the question of private or public ownership of railways, are matters entirely for Parliament.

The policy recommended by the Commission of Inquiry can neither be adopted nor rejected by the Board. It is a matter entirely without our jurisdiction and cannot be considered in this application.

Apart altogether from railway necessities, objections are made to any raise on the ground that the general business and financial condition of the country is such that any added rates would create a burden entirely undue, if not a costly burden on the people.

This objection, while not confined to Winnipeg, was taken the most strongly by Mr. McKenzie at that point, who specially referred to land depopulation and the lack of real prosperity.

Undoubtedly the higher the rate the greater the cost to the country; but, it would appear, that the country as a whole could much better afford to pay increased rates than run the risk of transportation failure or embarrassment.

The automobile industry is a pretty fair index of prosperity. The Public Service Monthly, published by the Department of Agriculture of Saskatchewan, in its issue of August last says:—

“The records of the Department of the Provincial Secretary go to show that the motor business of the Province of Saskatchewan is developing by leaps and bounds. A large increase in the number of cars licensed was foretold in the Public Service Monthly some time ago, but even those who were in the best position to know never anticipated such a phenomenal rate of increase as has been maintained during the first six months of 1917. At the end of June the number of licenses was 26,640, as compared with 13,039 for the same period in 1916, or an increase of more than 100 per cent. The figures for July are not yet complete, but the highest number at the time of writing is 28,510, and the same relative rate of increase over 1916 is being maintained. The number plates are being issued this year in numerical order, so that the highest numbered plate means also the number of licenses issued.

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"The following are the number of licenses issued during the first six months of the two years:—

	1916	1917.
January.....	794	1,985
February.....	350	654
March.....	839	3,105
April.....	4,530	7,794
May.....	4,914	9,015
June.....	1,612	4,087

"In the month of May as many as 347 number plates were issued every working day. The majority of these are handled at the office, but a large proportion is daily despatched by mail.

"In all other branches of the motor business similar increases are to be seen. The number of automobile liveries is now 1,020, while there are 462 dealers, and in both cases these figures are greatly in excess of former years. There are also many more motor bicycles in use, the number of licenses at the end of July being 424, of which 276 are new and the rest renewals."

The position is very similar in the other two provinces in which Mr. McKenzie was particularly interested, namely, Manitoba and Alberta. This condition in an agricultural community can only be expected as a result of the high prices obtaining for grain, live stock, and other farm produce.

Some similar objection has been made in the East. There, again, the manufacture of munitions has in part at any rate duplicated the prosperity of the Prairie Provinces.

The figures that have been presented in opposition to the application, correctly taken as they have been from the different companies' annual reports and from Government statistics, are shown by the recent cost developments to be of little value in determining the position of the companies and the burden of to-day.

The added costs are largely the outcome of advances made in the spring and summer of this year. More than that, they do not seem to be final, but rather appear to be growing.

The last annual reports do not, therefore, mirror these increases at all, nor are they of the slightest help in arriving at a proper conclusion on this application. The fact is that abnormal increases in costs have developed since the last annual reports were made.

The point taken by Mr. McKenzie that costs of themselves were not the sole factor, but that increased gross to the companies might well offset the effect of the advances, and that this increased gross must be considered as well as the cost advances.

As a matter of fact, the increased costs have not been met by the increased gross, as the more recent monthly reports show.

The Canadian Northern figures for the months of July, August, and September of this year and of 1916, are returned as follows:—

	Gross Revenue.	Expenses.	Net Revenue.	Operating Ratio.
July, 1917.....	\$3,844,882	\$2,940,626	\$ 904,256	76.46
" 1916.....	3,834,191	2,636,812	1,197,379	68.77
Aug., 1917.....	3,405,200	2,812,000	593,200	82.57
" 1916.....	3,684,900	2,612,900	1,072,000	70.90
Sept., 1917.....	3,341,700	2,915,800	425,900	87.26
" 1916.....	3,187,900	2,455,300	732,600	76.95

These results cannot be disregarded. They show that while the gross revenue of July had a slight increase, the net revenue decreased \$292,523, or 24.43 per cent. August, on the other hand, shows a decrease of \$279,700 in gross, but nevertheless has an increase in expenses of \$199,100, resulting in a reduction in net earnings of \$178,800

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or no less than 44.66 per cent. In September, there was again an increase in gross, the increase amounting to \$153,800, but again the expenses increased by \$160,500, reducing the net return, notwithstanding the greater gross, by the sum of \$306,700, or 41.86 per cent.

The above figures are obtained from the company's monthly statements. The figures for these three months are taken up in the company's general statement issued for the quarter ending September 30, 1917. This quarterly statement also includes the results of the like quarter of the preceding year. The quarterly statement gives the company's total revenue for these three months as \$10,591,807.57 as against \$10,706,995.89, for the same period of the previous year. The result is a comparatively small decrease of \$115,188.32 in gross receipts, which amounts in percentage to but a little over 1 per cent of decrease.

The expenses are shown as \$8,667,867.95 for the three months of 1917, as against expenses of \$7,701,982.67 for the same period of the year before. The resultant increase in expenses is \$962,885.28, constituting an increase exceeding 12.49 per cent.

The net income for the 1917 period amounts to \$1,923,939.62 as against \$3,002,013.22 for the 1916 period. A decrease in the net income of \$1,078,073.60 which represents a percentage decrease in net amounting to 35.91 per cent.

The increases in expenses are, as a matter of fact, greater than the totals I give disclose. Necessary work has been deferred, owing to the state of the company's finances. The Canadian Northern Railway certainly cannot be charged with ever expending more than was necessary for the maintenance of its lines. As a matter of fact, the charge in the past has been to the contrary, and the amounts expended by the company under this head can well be expressed as relatively small.

Notwithstanding during the period in review the company only expended for maintenance of right of way and structures \$1,976,869.14 in 1917, as against \$2,279,638.41 in 1916, an apparent economy of \$302,769.27, representing a percentage decrease of 13.28 as being effected in this connection. As a matter of fact the expenditure is not saved—it is merely deferred, and the only real result of deferred maintenance and repairs is that the ultimate expenditure will be greater than if made promptly and maintenance and repairs had been kept up concurrently with the necessity.

This decrease of expenses is entirely eaten up by other increases. To merely illustrate: The cost of maintenance of equipment (necessary work and repairs on engines, other running stock, and the like) increased from \$1,156,419.05, in 1916, to \$1,502,779.46, in 1917, an increase of all but 30 per cent.

I also instance the advance in the cost of transportation for this period in the year 1917 amounting to \$4,491,149.49 as against \$3,655,746.23 for the same period of the previous year.

The results of October are of particular interest, as in this month a substantial increase in gross revenue is shown. The October, 1917, earnings amounted to \$3,941,612.62, as against \$3,716,784.77 for October, 1916. The resultant increase in gross is \$224,827.85 or over 6 per cent.

The expenses, however, grew at a very much greater ratio. Those of October, 1916, were \$2,496,512.78, while for October, 1917, the expenses amounted to no less than \$3,350,486.03, the increase here amounting to \$853,973.25 or 34.20 per cent.

As a necessary result, there is an alarming drop in net income from \$1,220,271.99 to \$591,126.59 a decrease of \$629,145.40. In short, the company's net revenue, with an increased gross of 6 per cent decreases 51.55 per cent.

It should, however, be noted that, in connection with this month the economies of the preceding quarter in connection with the maintenance of way and structures were not practised. On the other hand, no extravagant expenditure was made under this head. The expenditures of 1917 amounted to \$694,653.25 as against \$510,141.25.

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In view of the increased costs which are apparent in other accounts the increased figures cannot sustain any charge either of improvidence or railway extravagances.

Attention has already been called to the fact that the company spends but relatively little on its right of way.

While the necessity of any possible economies cannot be denied, some economies cannot be practiced without loss in efficiency and resultant damage, not only to the company itself, but also to that portion of the public that are dependent upon the transportation that it ought to provide. It is sufficient to give but one illustration of insufficient maintenance and repair. The grain movement of the autumn of 1916 to the head of the lakes was light. The October receipts at the lake terminals only amounted to 19,673,341 bushels of wheat as against 53,367,710 bushels for October, 1915. The total grain receipts for the month in 1916 only amounted to 27,189,876 bushels as against 60,786,715 for October of 1915. In October of this year 27,729,126 bushels of wheat were received and 31,851,584 of all grains, an increase of 4,661,708 over the same month of the year before or over 16 per cent. The Canadian Northern however only hauled last October to the lake terminals 7,653 cars while it hauled 8,610 cars in October of the year before. Instead of a proportionate increase in the road's grain business the month results in a car decrease of 957 cars or 11 per cent.

A direct reason for this decrease was the physical condition of the line between Winnipeg and Port Arthur. Train schedules could not be kept, and freight wrecks occurred. Efficiency in transportation, including as it does, sufficient terminal facilities, sufficient cars and locomotives for the business offering, and a properly maintained and repaired line of railway, constitutes the chief public necessity in railway transportation.

This efficiency can only be furnished by companies whose business is sufficiently remunerative as to produce the necessary funds to maintain the railway and to meet the ever increasing demands of transportation.

Transportation, if left long enough to the unaided efforts of insolvent or financially embarrassed companies, must, of necessity, break down, to the country's great hurt and injury.

The question for the Board to determine is whether, in the light of the above facts, effect ought to be given to the Manitoba Agreement. If effect be given to the Manitoba Agreement, practically no rate increases can be made in western territory, where the great bulk of the Canadian Northern's business is carried on.

Should the usual practice as between parties to commercial contracts be followed, if it be the duty of the Board to consider the agreement as a pure matter of law, and having regard only to the contracting parties and not to public convenience and necessity, it well may be that the mere fact that the rate called for by the agreement constitutes an insufficient remuneration for the service rendered and may result in actual insolvency, constitutes of itself no ground for relief.

If a builder agrees to do certain work for an inadequate consideration, his loss or its amount is no answer to his contractual liability.

Distinctions, however, between the contractor, on the one hand, and railway companies on the other, are readily apparent. The contractor's charges are not subject to Government or Commission control. The railway company's charges are. The contractor is subject to no duty to the public. The railway company is. Public necessity and service constitute a direct justification for railway construction and railway company incorporation. Moreover, in case the contractor obtains under his agreement an excessive remuneration, that fact of itself is no bar to his enforcing his agreement and collecting the last cent of his consideration. On the other hand, the Board is not bound by any contract under which railways may be entitled to an unreasonably large rate, but reduces that rate to whatever it finds just and reasonable.

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Under any other practice, traffic officers of the companies, could from time to time, in many cases make special contracts with shippers at unfairly high rates, or, on the other hand, give favoured shippers unduly low rates.

In either instance, the object of the Act, which is to secure uniformity just as much as reasonableness in rates, would be defeated.

An unduly low rate constitutes an unreasonable rate, just as much as an unduly high one, and the question of whether a rate is unduly low or unduly high can only be established with a knowledge of the cost entailed by the service, which must from time to time vary.

It has been stated that railway company directors are charged with duties and trusts, first, to the public, second, to the company's employees; and third, to the company's shareholders.

I would place the duty to the public, involving as it does proper and sufficient transportation, as being the duty of primary importance.

The mere fact that an agreement, in the light of changed circumstances, proves improvident and provides rates insufficient to enable the company's property to be properly kept up and to meet the current demands of transportation, also involves loss to the shareholders, is not an answer to the company's primary obligation to properly operate the road.

It may well be that an agreement made by the directors elected by the shareholders cannot be set aside on the application of the shareholders themselves; but, on the other hand, it is clear that no agreement ought to stand in the way of the public as a whole obtaining the full benefit of that measure of transportation, which a properly maintained condition of the company's facilities would permit.

Further, an improvident contract made by one company is not merely of injury to itself and that portion of the public using its line—Parliament has so authorized railway construction that the line of one company or another parallels those of others to such an extent that in many instances an unreasonably low rate reserved by contract made by one company must be adopted by the other line. As a result, the other companies are just as much injured as is the company to the contract, and by an act over which they have not the slightest control.

It is also apparent that an agreement which reserves an unremunerative rate applicable in the one district, involves a discrimination as against other districts where traffic and operating conditions are similar, and directly infringes on the provisions of the Act requiring uniformity in rates.

The Board does not consider any agreement made by a shipper to pay a given rate any justification for the rate if it be unreasonably high. On the same principle, when rates reserved by contract prove, in the face of changed conditions and increased costs, unreasonably low, the rates must be made reasonable, notwithstanding the contract.

In normal times, the contract was entirely free from objection. The discrimination which it caused in one district as against the other, was relieved by the Regina Rate and Western Rate Cases. With to-day's costs and to-day's conditions, the contract reserves an unreasonable rate, under which the Canadian Northern is unable to properly maintain its properties; and, with the changed conditions, agreeable to the above principles and practice of the Board, higher rates ought to be put in, notwithstanding the provisions of the Agreement.

The effect of increased costs on railway revenues is not peculiar to the Canadian Northern. With its larger field and greater diversity of operations, the Canadian Pacific returns would not as quickly show the effect of different cost advances as those of the Canadian Northern. The returns, however, of the Canadian Pacific for September show an increase of \$30,935 in gross on eastern lines, and on western lines of \$64,803. The expenses, however, have greatly increased, the increase in eastern

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lines amounting to \$732,049, and on western lines to \$839,145. As a result, with a total gross revenue of \$11,476,695 as against \$11,380,939, September of this year as compared with September of 1916, produces a net revenue of but \$3,727,173 as against \$5,202,611. In other words, the drop in net earnings on the system for the month amounts to \$1,475,438, a reduction of 28.3 per cent.

Taking the Grand Trunk Railway as the characteristic line in the East—there is no doubt that it may be fairly so regarded—the actual results are very nearly the same as those of the Canadian Northern.

The increased traffic which the contestants to the application urged was inevitable to take place has materialized but the increased gross has entirely failed to make up the losses brought about by increased expenses.

The total transportation revenue of the Grand Trunk for the 10 months' period of 1917, that is to say from January 1, to October 31, amounted to \$43,366,814, as against \$39,100,498 for the same period of the previous year. The resultant increase is \$4,266,316, practically 11 per cent.

For this same period in 1917, however, the working expenses amounted to \$33,689,532.18, as against \$27,479,538.79 for 1916. The increase in expenses is therefore, \$6,209,993.69, representing a percentage growth in expenses of 22.59.

The fact that expenses are unfortunately increasing and that transportation in the later months of the year is subject to greater burdens than during the earlier months is emphasized by taking the figures for October out of this 10 months' period and contrasting the results obtained in October with the results obtained for the full 10 months.

Transportation receipts for October of this year amounted to \$1,703,613 as against \$1,618,000 for 1916. The increase is still present, although to a much smaller percentage, the whole increase amounting to \$85,613, a percentage increase of 1.85.

The expenses for October of this year, however, amounted to \$3,876,019.95 as against \$3,111,113.26 for the same month of the year before. The resultant increase is \$764,826.59, an increase in expenditure of 24.58 per cent.

The result on the transportation net is that it only amounts to \$708,930.05 for October of 1917, as against \$1,390,537.64, for the month of the previous year. Therefore, it decreases \$681,607.59, a percentage reduction of no less than 49 per cent.

The effect of the cost of railway operation over the whole country is beyond question. This loss in net of 49 per cent may well be compared to the October figures of the Canadian Northern, where the net decrease amounted to 51.55 per cent.

There can be no question, in view of the actual results, that the railways require greater revenues and must have them if proper efficiency is to be maintained and the demand of the country for transportation at all adequately met.

I have already dealt with the difficulty in dealing with the emergency in the West and resulting from the agreements and statutes referred to. Difficulties also exist in the East and are specially attributable to the operation of the Grand Trunk under different tariffs.

The rate situation in the East has been largely controlled by water competition and the competition of American lines.

Speaking generally, there is no doubt that it is the right of a company to ignore competition should it desire to do so; and there is also no doubt that the advances in water rates have lessened the competition from that source materially.

The Grand Trunk situation, however, is aggravated by the fact that it is to quite a large extent an American system. It derives a large portion of its tonnage from American points through its ownership of the Chicago and Grand Trunk Railway and other subsidiary American systems. Again, speaking generally, these subsidiary American systems (which are not only owned by the Grand Trunk shareholders, but are operated by the Grand Trunk officials, the whole being operated as one system) are operated under rates upon a lower basis than that obtaining in Eastern Canada.

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Not only does the Grand Trunk carry through Canadian territory goods of American origin billed through to an American point, but it also carries goods of American origin into Canada which come into direct competition, with Canadian producers, wholesalers, and jobbers. The discrimination was in the past greater than it now is.

An application was made to the Board in 1907, with a view of removing the rate discrepancy, and the disability of the Canadian producer was relieved by the Order issued in the so-called International Rate Case, which reduced rates in Canadian territory to as near the rates in American territory as it was then felt that it was practicable to go.

While undoubtedly the Grand Trunk proper has benefited by the traffic produced by its American subsidiaries, unfortunately earnings in American territory, based as they were upon lower rate schedules, resulted in unprofitable operation of these subsidiary lines, with the result that the Grand Trunk from time to time has had to make good, deficits occurring on the American portions of the system, amounting to large sums of money.

This, again, has been the subject of complaint by the Canadian shippers, who have urged that the surplus that the company earned out of their rates was used by the company to enable it to carry on transportation in the United States at less than cost.

This feature of the rate situation was considered by the Board in the Eastern Rates judgment; and, as a matter of fact, the increases there granted were not so great as they would have been had the tariff basis in the American territory of the system been higher.

The details of these deficits given the Board by the company were filed in the Eastern Rates Case in 1915, and related to the deficits of 1914, the net deficit then shown by the company, resulting from the operation of its American subsidiaries and deducted from the net of the parent company, amounted to \$1,230,448.89.

I understand, however, that, with the heavier traffic brought about by the war and before the present abnormal costs obtained, the earnings of these subsidiary lines greatly improved and the parent company was practically, if not altogether, relieved of the burden of these deficits. The statutory reports so indicate.

In view of the necessities of the company and the deficits of the past on the American subsidiary lines of the company, the Board has hoped that the rate situation would improve in American territory and that the company would take advantage of whatever rate increases were possible under leave of the appropriate commissions.

The condition brought about by advanced costs would appear to be somewhat similar in the United States situation to that in Canada.

This has been recognized by the Interstate Commerce Commission in their report to Congress based, as it is, on the financial necessities of the roads, as well as the traffic demands of the nation.

It may also be noted that the Interstate Commerce Commission has recently granted a substantial increase in connection with the very important iron and steel movement in western territory.

The Interstate Commerce Commission has also authorized general increases in what is known as the Central Freight Association Territory as far back as June 29 last. For some reason or other these were not with ordinary despatch fully put into effect by the railway companies.

This question Mr. Hardwell has had up with the companies' officials.

Perhaps one of the most important schedules, having regard to the position of the Canadian shipper, on the one hand, and his American competitor, on the other, is the Detroit schedule, covering rates from Detroit to Toronto and Montreal, and the intermediate points.

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The Grand Trunk rates in Canada of importance in this relation are the rates from Windsor (which, of course, is a station en route) to Toronto and Montreal, and upon which the rates from all intermediate stations are sealed.

The basis under which traffic has been carried since the publication of the tariff authorized in the Canadian Eastern Rates Case and prior to the publication of those authorized in the United States 15 per cent Case, is shown by the following schedule:—

	Class 1. Cents.	Class 2. Cents.	Class 3. Cents.	Class 4. Cents.	Class 5. Cents.
Detroit to Toronto.. . . .	38	33	24	17	14
Windsor to Toronto.. . . .	38	33	29	24	19
Windsor differences.. . . .	0	0	5	7	5
	Class 1. Cents.	Class 2. Cents.	Class 3. Cents.	Class 4. Cents.	Class 5. Cents.
Detroit to Montreal.. . . .	61.5	53.2	41.0	28.7	24.6
Windsor to Montreal.. . . .	60.0	52.0	45.0	38.0	30.0
Windsor differences.. . . .	- 1.5	- 0.2	4.0	9.3	5.4

From these schedules it will be observed that a shipper from the intermediate station, Windsor, in connection with the all-important fifth class, paid 5 cents more than the shipper from Detroit in the foreign movement to Toronto, and for the movement to Montreal paid 5.4 cents more.

The disparity was not as high in the past, the Board having increased class rates in the Eastern Rates Case by an addition of 2 cents first, scaling down to 1 cent, fifth class, other classes scaling proportionately.

The Canadian increases were allowing owing to the financial position of the Grand Trunk, the Board feeling that, although the apparent difference was great, under war conditions and the demand for all commodities the Canadian shipper would not as a matter of fact suffer.

This added disability was cheerfully accepted by eastern shippers.

Following the publication of the tariffs authorized in the United States 15 per cent Case the rate situation was as follows:—

	Class 1. Cents.	Class 2. Cents.	Class 3. Cents.	Class 4. Cents.	Class 5. Cents.
Detroit to Montreal.. . . .	70	61½	47	33	28
Windsor to Montreal.. . . .	60	52	45	38	30
Windsor differences.. . . .	10	8½	2	5	2

The rates from Detroit to Toronto were not then advanced, the rates in Central Freight Association territory being still under consideration by the Interstate Commerce Commission. That Commission, as previously mentioned, announced its decision on the 29th June last, granting increases independently of the 15 per cent previously allowed, but the railway companies, whatever the reason may have been, did not take advantage of this decision to advance the rates from Detroit to Toronto until December 1.

At the time of the hearing in this case, and indeed until the first instant, if effect were given to the application for a 15 per cent increase, the result would have been that the rate from Detroit to Toronto, first class, would have been no less than 5.5 cents lower than the Windsor rate to Toronto, and the difference in favour of the Detroit shipper on articles moving under the fifth class into the Toronto market, as against the Windsor shipper, would have been no less than 8 cents. The same disability would apply proportionately to all intermediate points.

The company has made it possible for the Board to grant the advance without creating this discrimination against the Canadian shipper by filing, effective on the

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1st instant, as already stated, its tariff increasing rates as authorized in the Central Freight Association territory.

The following schedule shows the rates as they now will be under the rates from Detroit, as provided for by the company's tariff of December 1, 1917, and with effect given, as this judgment does, to the company's application for a 15 per cent advance:—

	Class 1. Cents.	Class 2. Cents.	Class 3. Cents.	Class 4. Cents.	Class 5. Cents.
Detroit to Toronto.. . . .	50	42½	33½	25	17½
Windsor to Toronto.. . . .	43½	38	33½	27½	22
Windsor differences.. . . .	— 6½	— 4½	0	2½	4½
	Class 1. Cents.	Class 2. Cents.	Class 3. Cents.	Class 4. Cents.	Class 5. Cents.
Detroit to Montreal.. . . .	70	61½	47	33	28
Windsor to Montreal.. . . .	69	61	52	43½	34½
Windsor differences.. . . .	— 1	— ½	5	10½	6½

Absolute parity, of course, is not obtained. It was found impossible to obtain it in the International Rate Case. While the rate situation is not all that can be desired in view of the necessities of the company and the higher American rate basis made effective on the first instant, I would allow the increase of 15 per cent as asked subject to the exceptions herein made.

Increases were sought to be made in the all-rail movement from the East to the West. The increases which the companies desired were increases entirely in Eastern territory. The new all-rail tariff became, therefore, a matter directly affecting the Eastern situation, although the movement was entirely into Western territory.

Much has been said as to the delay in dealing with the railways' application for an increase. The railways' delays in connection with the Detroit Schedule have been mentioned. I might also point out that the Assistant Chief Commissioner, in a memorandum dated the 7th April, 1917, suspending increased lake-and-rail rates until they were discussed at sittings of the Board in the West, gives the following direction with reference to the all-rail increases:—

“We were told at the opening sittings on March 20 by the representatives of one of the railway companies, that the railway companies contemplated shortly filing tariffs increasing the all-rail rates from Eastern to Western points. If this is contemplated, it would be well for the railway companies to file these all-rail tariffs without delay, so that if any objections are made to them the parties objecting can be heard at the Western sittings, which it will be necessary for the Board to hold to consider the tariffs now before us.”

The Western Boards of Trade protested against the tariffs which were subsequently filed increasing the rates for the all-rail movement and requested that the matter should be heard.

For some reason or other, the railway companies did not file the all-rail tariffs as directed. They subsequently explained that owing to lack of clerical help they had been unable to carry out the direction, although the sittings of the Board in the West, where the increased lake-and-rail tariffs and the application for the general fifteen per cent advance were heard, were held as late as June, two months after the direction was given.

As a result, further sittings of the Board had to be arranged and these all-rail increases, which were not only objected to by the western Boards of Trade, but also by the Canadian Manufacturers' Association, had to be heard, after the companies' neglect had been brought to the notice of the Board last September by protests from

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the West. The hearings thus rendered necessary were at Calgary, Edmonton, Saskatoon, Regina, Winnipeg, and Fort William; and the increased all-rail tariffs were allowed by the Board's Judgment issued on November 9. It may be noted that the last hearing took place at Fort William on the 22nd of October.

On the record these rates should be considered on a different basis. The companies have already obtained a substantial increase, the 1st class all-rail basing rate to Fort William being advanced from 75 cents to 81 cents, other classes scaling in proportion. The resultant increase of 6 cents on first-class makes an average increase of under 6½ per cent in the five classes of general merchandise. 15 per cent on top of that would make an average increase of approximately 21½ per cent.

In view of the manner in which the through tariffs from Eastern to Western Canada are built up on the combination of the rates current from Port Arthur and Fort William west and certain arbitrary rates from the eastern shipping points to Port Arthur and Fort William produced to a great extent by the summer competition of the lake-and-rail route; and in view also of the fact that the rates to different points in western territory have been constructed on the whole result thus obtained, it is obvious that an interference of a different percentage as applied to the whole might work changes in the relative rate bases of different distributing centres in Western territory.

This, of course, ought not to be done. Much trouble has been taken in the past to arrive at a fair basis of rates as between different districts and to maintain a rate situation of justice from different western distributing points. The matter was referred to Mr. Hardwell, the Board's Chief Traffic Officer, to work out the effect of any change in percentages upon the whole district.

This has necessitated Mr. Hardwell making up a very large number of rates and putting in much labour in comparing the rates in different sections of the country. His report on the question is as follows:—

T.D. 12353.

December 14, 1917.

"Re 15 per cent application and Western rates.

"I beg to report that a close examination of the rate situation as it affects freight traffic between Eastern and Western Canada has convinced me that whether the proposal to allow an increase of 10 per cent be sufficient or insufficient for railway needs, it is illogical, and would also upset the system that has always existed of basing the through rates on Fort William.

The Board recently granted increases in the proportionals for Fort William only:—

1st class, from 75 cents to 81 cents,
5th class, from 31 cents to 33 cents.

The proposal to accept an increase of 15 per cent in the local tariffs west of Lake Superior, would include the tariff from Fort William; therefore, the rates from Fort William to Winnipeg, for example, would advance as follows:—

1st class, from 85 cents to 98 cents,
5th class, from 38 cents to 43½ cents.

The suggestion of an increase of 10 per cent from Toronto and Montreal to Winnipeg would result as follows:—

1st class, from 1'66 to 1'82½ cents,
5th class, from 0'71 cents to 0'78 cents.

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Deduction from these proposed through rates the increased rates from Fort William would leave the eastern proportionals as follows:—

1st class, 84½ cents instead of 81 cents=104·2 per cent.
5th class, 24½ cents instead of 23 cents=104·4 per cent.

Therefore, the proportionals recently allowed would be increased by less than 4½ per cent.

Furthermore, the wholesale centres in the west might be expected to complain if their distributing rates were advanced 15 per cent while the shippers in eastern Canada were asked to pay but 10 per cent on their through rates.

So far as the basing system is concerned, the existing eastern proportionals might be protected by increasing the rates west from Fort William 10 instead of 15 per cent; but this would not remove the objections to be anticipated from the western jobbers. It might also be expected to arouse the coast cities, who would hardly favour a less increase in the terminal tariff from the lake Superior ports than in the terminal tariff from Vancouver, etc. While the eastern arbitrary system may, perhaps, be considered theoretical, these trade objections may prove real.

In my opinion, the logical solution is to confine the 10 per cent advance to the proportionals east of Fort William. The recent allowance averaged under 6½ per cent in the five classes of general merchandise so that the total now suggested would approximate 16½ per cent. The through rates would then be made by adding the Fort William westbound rates increased by 15 per cent. From Toronto and Montreal to Winnipeg the situation would then be expressed as follows:—

	1st Class.	5th Class.
Present rates from September 1, 1917... ..	\$1.66	71 cents.
If present through rates were increased 15 per cent.	1.91	81½ "
If present through rates were increased 10 per cent.	1.82½	78 "
If present rates were increased 10 per cent to Fort William and 15 per cent beyond... ..	1.87	79½ "
If through rates prior to September 1, 1917, were increased 15 per cent... ..	1.84	79½ "

It will be observed that if the Board had included the recent all-rail case in the 15 per cent application, and consequently now granted the full 15 per cent, the rates would approximate to Winnipeg those I suggest; in fact the important 5th class would be the same."

I would adopt Mr. Hardwell's report. The result is that 15 per cent will be allowed in so far as the territory west of Port Arthur is concerned, but the increase will be held down to 10 per cent on the eastern balance of the through rate.

There are already difficulties as to the spread of rates on coal. These spreads would be but further aggravated if percentage increases were allowed on coal. I would allow a flat increase of not exceeding 15 cents per ton on all coal and coke carried in the eastern and western territories. This flat advance on the long hauls will, of course, be a great deal less than a percentage increase of 15 per cent; but on the other hand, on the shorter hauls, it will be larger than the 15 per cent increase would be. The flat rate will, however, bear less harmfully on the consumers generally.

The necessity of this 15-cent increase on a commodity of direct and urgent necessity to the public is much to be regretted. It is, however, inevitable. In order to increase railway revenues to an appreciable extent, commodities constituting a large part of the tonnage carried must bear an appreciable share of increased rates. Coal in eastern territory is chiefly carried by the Grand Trunk and in western territory the coal tonnage of the Canadian Northern is fast increasing. Both these systems require increased revenues very badly.

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Common clay and sand, gravel and crushed stone are commodities which cannot, in my view, stand a 15 per cent increase. I would however, permit the companies to increase their rates on these commodities, both in eastern and western territories, by adding to existing rates not more than five cents a ton.

In western territory, as already indicated, any relief the Board can give the railways is limited by the provisions of the Crow's Nest Pass Agreement.

The chief traffic in the West is grain. The Crow's Nest Pass Agreement will not permit a general increase of 15 per cent to be made to the Lake Superior ports; but under it a flat increase of 2 cents a hundred, which will approximate a 10 per cent advance on what is perhaps the average western grain rate, can be obtained on the commodities included in the existing tariffs on grain, flax seed and their products and I would allow it.

It is quite true that neither the Canadian Northern nor the Grand Trunk Pacific are bound by the provisions of the Crow's Nest Pass Agreement or Act. On the other hand, while it would be open for the Board to permit an increase of 15 per cent in their rates, over a very large part of the territory served by one or other of these systems grain could undoubtedly be hauled to the Canadian Pacific. The result would be that both these companies, in order to protect their traffic, would reduce their rates at all points where their traffic would suffer from Canadian Pacific competition.

The element of unequal rates would be again introduced into the western territory; and I am convinced that this is no better for the railways than it is for the districts.

The Crow's Nest Pass Agreement again, does not call for lower rates for the whole territory as now operated. The reductions apply merely to the then existing tariffs, and, therefore, to operations of the company as carried on at the time that Act was passed.

I am of the opinion that discrimination should be avoided, and that the effect of the Crow's Nest Pass Agreement must be extended to the system of the company as to-day operated.

Under present tariffs no distinction is made between stations in the territory covered by the company's tariffs in effect when the agreement was made and those upon its subsequent construction. The Board, in my view, ought not to permit any such distinction to be now made. The Crow's Nest Pass Agreement was considered by the late Chief Commissioner Killam J., in *British Columbia Coast Cities vs. Canadian Pacific Railway*, 7 C.R.C., 125. His judgment reads:—

"As a result of this Act and the agreement made under it, the company made tariffs of reduced rates upon the classes of merchandise referred to, not only from Fort William and points east thereof westward, but also from Winnipeg westward, without similarly reducing rates on the same classes of merchandise from Pacific points eastward. These reductions cannot be considered as having been forced upon the company, but were the result of an agreement which it chose to enter into for the purpose of obtaining a subsidy in aid of the construction of a line of railway. The agreement and the statute did not even deal with rates from Winnipeg at all. When the Statute was passed, and when the agreement was made, the law prohibited unjust discrimination between localities, and while Parliament did not stipulate for similar reductions over western portions of the company's railway, it should not, in my opinion, be considered as having authorized what would, if done otherwise, have produced unjust discrimination. I think that we are justified in inferring that, in respect of the classes of merchandise to which these tariffs relate, the reductions did result in such discrimination, and that the rates from Vancouver eastward, upon similar traffic carried under similar circumstances, should be proportionately reduced."

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In my view full effect should be given to the above principles.

In so far as concerns earload rates on grain, flax-seed and their products in the West, other than the rates to the lake Superior ports and intermediate points held down by the terminal rates; also on the same commodities from Port Arthur and Fort William eastward, and earload grain and grain products in Eastern Canada, I would allow the application for a flat 15 per cent advance, subject to a maximum increase of 2 cents per 100 pounds in the existing rates.

The consideration of chief importance underlying the lumber rates in the West is their relation one to the other. The spread is of greater importance to the lumber industry than the amount of the rate itself. A straight percentage increase would improperly accentuate existing spreads from lumber producing territories and dislocate business. It would have a specially detrimental effect upon the British Columbia industry.

On the other hand, a general flat increase might bear with undue severity upon short hauls. There are rates as low as 5 cents a hundred. A flat increase of 3 cents, which on a rate of 46 cents would be an increase of only $6\frac{1}{2}$ per cent, would, in the case of a 5-cent rate, amount to an increase of 60 per cent.

The whole western lumber rate situation is full of difficulty and presents a highly technical rate problem. The question as to how increases in lumber rates can be best made without dislocation of traffic by changing the rate relationship now existing between present mills and at the same time result in no undue hardship to the consumer, was referred to Mr. Hardwell for his opinion. Mr. Hardwell's report, in part, is as follows:—

“As regards lumber; so far as the British Columbia mills are concerned, the desideratum being the preservation of the existing rate relationship between the various mills, as emphasized at the Calgary hearing and in past proceedings, it is clear that this cannot be attained by means of a percentage of increase, even though held down to a maximum per 100 pounds advance for the longer hauls.

“The entire situation has been very carefully examined, therefore, with the view of settling on flat increases in cents per 100 pounds which should avoid any possible complaints of preference or discrimination. Working on a tariff that has no uniform basis, it is impossible to arrive at advances accurately representing 15 per cent. I find, however, that the adoption of the following recommendation would not only afford a broad basis, but would nearly approximate 15 per cent, namely:—

“To Alberta destinations, also to Canadian Pacific Railway main line stations as far east as Mortlach, Sask., the increase to be 3 cents per 100 pounds.

“To all other destinations in Saskatchewan the increase to be 4 cents per 100 pounds.

“To destinations in Manitoba, also in New Ontario east to Port Arthur, the increase to be 5 cents per 100 pounds.

“To a large number of destinations these suggested increases would equal 15 per cent; to others they would be slightly over or under 15 per cent. From the interior mills to Winnipeg the rate would advance from 33 to 38 cents, or precisely 15 per cent; from the coast mills from 40 to 45 cents, or one cent less than 15 per cent.

“From British Columbia to Eastern Canada I would increase the difference over the rates to Port Arthur 10 per cent as recommended for the class rates. From the interior and coast mills, respectively, the rates to Toronto points would go up from 60 and 67 cents to 67 and 74 cents;

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110 per cent of the through rates, as first proposed, would give 66 and 73½ cents.

"To Montreal points the result would be similar.

"From the other lumber shipping territories I submit the following recommendations:

"From the northern Manitoba and Saskatchewan spruce districts, 15 per cent, subject to a maximum of 3 cents per 100 pounds to destinations in Saskatchewan, also in Manitoba east to Winnipeg, and 4 cents to those in Alberta and east of Winnipeg to Port Arthur.

"From the Lake of the Woods and Rainy River districts 15 per cent, subject to a maximum of 3 cents per 100 pounds, to destinations in Manitoba, and 4 cents to those in Saskatchewan and Alberta.

"From Port Arthur 15 per cent, subject to a maximum of 3 cents to Manitoba, 4 cents to Saskatchewan, and 5 cents to Alberta.

"Between points in Eastern Canada 15 per cent flat. As the highest local eastern rate appears to be 20 cents this would make the maximum advance 3 cents."

I would adopt M. Hardwell's report. Under it the rate differences from the different competing mills would be maintained as they now are.

In so far as the bulk of the movement is concerned, Mr. Hardwell's recommendations will result in the 15 per cent increase; in other instances the increase will not amount to 15 per cent; and, in other cases, the percentage increase will be slightly in excess of 15 per cent.

The adoption of Mr. Hardwell's recommendations will put the lumber rate upon a more scientific basis than it has been in the past.

The rate situation which Mr. Hardwell's report preserves is the outcome of an agreement between the associated western mills and the railways. Under this arrangement, the rates from the coast mills east to Winnipeg and Port Arthur, are made the basic rates. The rates from the interior mountain mills and from the mills as far east as Calgary and Blairmore are all based on this standard rate and scale, not strictly having regard to mileage, but scaled according to the agreement between the trade and the railways.

These mills enter into more or less competition with mills in the Northern Spruce Belt (Northern Manitoba and Northern Saskatchewan); also with mills in the lake of the Woods district on the Canadian Pacific, and in the Rainy River district on the Canadian Northern; and to some extent with the mills at Port Arthur.

The situation is highly competitive having regard to the lumber business. Mr. Hardwell's report is in my opinion, the best solution available.

On through movements of these lumber commodities from western shipping points to destinations east of Port Arthur, under Mr. Hardwell's report, the increase permitted is a proper and logical result having regard to the dispositions made of other through movements, and in view of the increase already made in the all-rail and lake-and-rail rates.

While increases have not been made in the American transcontinental rates, I would, nevertheless, permit an increase in the transcontinental class rates, as they do not reflect competition to the extent the commodity rates do. The rates, however, are built up on the all-rail movement, but in view of the American scale and for the reasons already given I think the increase ought to be reduced to 10 per cent.

Transcontinental commodity rates, however, are directly competitive. If unduly increased over the American transcontinental rates, the results well might be that Canadian produce would not move at all in cases where American produce was available, or in some other instances, if it did move, it would move over American

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lines. I would not at the present advance the transeontinental commodity rates unless these rates are advanced in conformity with advances made by the American lines.

Generally speaking, the rail freight rates in British Columbia are on a considerably higher basis than in the prairie territory. In the Western Rates Case, the Board found that a higher level of charges was justified by the greater cost of conducting transportation. An advance of 15 per cent would, however, materially increase the spread between the mountain and the prairie tariffs, and having regard to all the circumstances, I am of the opinion that in the so-called "Pacific" territory an increase of only 10 per cent should be allowed, but, of course, no rates to be lower than the prairie rates as increased. This percentage difference will not apply to the rates between the ports of call on the British Columbia lakes, as these being now on the prairie basis must take the prairie increase of 15 per cent.

Railway tolls covering services incidental to transportation stand on a different footing to those charged for the line movement. The application for a general advance and authority permitting a general advance in freight rates not exceeding 15 per cent would, however, include them unless specifically excepted. Some of these charges, for example, tariffs for heating and refrigeration, have been recently considered by the Board. Other such services in their nature represent entirely a terminal activity and have particular importance at different local points. Strong objection has been taken by Boards of Trade, particularly those at larger points, to any increase being made on this application and on the general grounds on which it is supported to any increase in these tolls.

In my opinion the objections are well taken, and I would refuse on the present record any increase of tolls and tariffs applicable to switching, whether local or interswitching, weighing, demurrage, refrigeration, heated ear service, ear diversions, reconsignments, storage, wharfage, sleeping or parlour ear accommodation, or other special services.

The application for an increase covers passenger rates as well as freight rates.

I am of opinion that the present maximum rate of 4 cents in British Columbia is so high that it ought not to be advanced. On the other hand, I would grant the advance in rates in other territory where the present maximum rate is three cents as against the four-cent rate in British Columbia.

In so far as passenger rates are concerned, it is entirely in the public interest at the present time that passenger travel should be as light as possible. The usual considerations applying to passenger traffic are to-day reversed. Public interest to-day calls for a reduction wherever possible in passenger service, to the end that the country's resources of coal, railway facilities and supplies, as well as man power, should be conserved as much as possible for all essential freight movement. The same considerations do not, of course, apply to the necessary freight movement.

On the other hand, it must be realized that the Board cannot make rates, having in mind an improved and more economic location and system of railways. The Board's duty as I see it, and as I have already pointed out, is to control and adjust rates, having regard to the systems of railways that Parliament has authorized. The Board must take the railway ownership just as it finds it.

No greater profits will be obtained by the railways under the new rate schedule than in the past. The increased rates allowed will certainly not equal the increase in costs to which the railways are subject. These increased costs are not in any way attributable to the railway managements. They are very largely represented in wage increases which have had the approval of the public at large. Public bodies and public sympathy have been with the men in the increases which they have obtained. No objection whatever has been made by any contestant on the ground that the railways have improvidently increased wages. The other items of cost increases are

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chiefly the result of to-day's prices of coal, steel material, and railway supplies. The railways suffer in this regard in common with other users of these necessities. The increased cost can certainly not be said to be the railway's fault.

It must be realized that these increased costs can only be met by increase in tariffs. The railways' revenues are derived from transportation.

The increases granted do not work out at the same percentage in both eastern and western territory.

While it may be that the increases granted in western territory may not prove sufficient to meet the increasing demands on the companies' exchequers, they are as great as the Board can authorize on the present application, in view of the Crows Nest Case, with the exception of the increases on coal rates.

In the West, the application in one instance called for a 15 per cent increase in coal rates.

As the coal-rail haul in western territory is long, a 15 per cent rate increase would, on the whole, have netted more than 15 cents a ton—much more on some of the long hauls.

The haul on coal in the East is certainly short, having regard to the volume moved; and the flat increase of 15 cents a ton the railways asked in eastern territory produces more revenue than a percentage increase of 15 per cent would. In adopting the flat increase of 15 cents per ton on coal, I am of opinion that substantial justice is being done.

While it is true that in so far as western territory is concerned, on the great bulk of traffic, rates would only increase approximately 10 per cent and eastern rates are, speaking generally, raised 15 per cent, it must be borne in mind that, while the rates in the two different sections of the country are much nearer equality since the deductions worked under the Western Rates Case and the increases given under the Eastern Rates Case took effect, again speaking generally, rates in the West are still higher.

As a result subject to the limitations worked by the Crows Nest Agreement as extended by this judgment and to the specific directions herein contained the companies are permitted to raise their general rates 15 per cent and make the specific advances herein allowed. 22 *Can. Ry. Cas.* 49.

Re COMPLAINT OF MONTREAL BOARD OF TRADE TRANSPORTATION BUREAU AGAINST CANADIAN PACIFIC RAILWAY COMPANY'S PROPOSED LIMITATION OF FREE TIME AT ST. JOHN, N.B., ON THROUGH SHIPMENTS OF GRAIN AND GRAIN PRODUCTS TO BAY OF FUNDY PORTS, VIA THE SEELY LINE.

It appeared from the evidence that for many years the Canadian Pacific Railway Company allowed ten days' free time, inclusive of Sundays or holidays, for the transshipment of grain and grain products from C.P.R. cars at St. John, or West St. John, to ports of the Seely line to Bay of Fundy ports.

By its grain and grain product tariff C.R.C. E-3339, effective September 1, 1917, this free time was cut down to five days, not counting Sundays and holidays. That provision was carried forward in Supplement No. 2 to C.R.C. E-3339, effective December 6, 1917.

The applicants contended that no demurrage should be charged for delays in transshipment to the Seely line at St. John because it was contrary to exception C of rule 1 of the Car Service Rules, which became effective on August 20, 1917, in their amended form.

Held, Assistant Chief Commissioner Scott in his judgment, January 8, 1918, concurred in by Deputy Chief Commissioner Nantel and Commissioners Boyce, McLean and Goodeve, that five days' free time was sufficient, but that if it was not that then

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some arrangement should be made for the construction of a freight shed for the protection of grain and grain products so that the cars could be released and the traffic held in a protected place awaiting loading in the vessels. 23 Can. Ry. Cas. 9. COMPLAINT OF THE RETAIL MERCHANTS' ASSOCIATION, PORT ARTHUR, ONT., AND FORT WILLIAM,

ONT., "RE" ADVANCED CARTAGE CHARGES.

This complaint was in effect an application for the re-opening and re-consideration of an application which had previously been dealt with in the Board's judgments of February 5, 1915, and November 22, 1915: *Application of the Fort William Board of Trade for the establishment of a Cartage Service at Fort William; or for the abolition of the custom of the railway company of collecting the consignor's cartage—from the consignee. Files 18663.38 and 18663.30.*

It was contended that the existing situation was a discriminatory one, in that the practice of advanced cartage charges was allowed only in respect of a limited number of originating points in Ontario and Quebec. The judgments referred to pointed out the absence of jurisdiction of the Board over cartage companies, and that the Board was without power to regulate the charges made by these companies.

Held, Commissioner McLean in his judgment, January 11, 1918, concurred in by Assistant Chief Commissioner Scott, that the facts as developed in the application did not take it out from under the principles laid down in the judgments referred to, and that the situation was that the grievance complained of was one which it was not within the powers of the Board to correct, and that the Order asked for could not be granted. 24 Can. Ry. Cas. 80.

IN THE MATTER OF THE APPLICATION BY THE CANADIAN RAILWAYS FOR A GENERAL ADVANCE IN FREIGHT AND PASSENGER RATES, AND IN THE MATTER OF THE JUDGMENT OF THE BOARD GRANTING CERTAIN INCREASES TO RAILWAY COMPANIES IN BOTH EASTERN AND WESTERN TERRITORY. FILES 27840, 27840.1 AND 27840.19.

Judgment, Chief Commissioner Drayton, January 15, 1918, concurred in by Assistant Chief Commissioner Scott, Deputy Chief Commissioner Nantel, Commissioner McLean and Commissioner Goodeve:—

As a result of protests which were made by Live Stock Shippers' Associations, Lumber Shippers' Associations, and Grain Shippers' Associations, as well as the application of the Government of the province of Manitoba, for leave to appeal from the judgment herein, a sitting of the Board was held at Ottawa, on Thursday, the 10th of January, 1918, to consider these protests.

It was determined at the sitting to give leave to the Government of Manitoba to appeal on the questions of law on which that Government desired to appeal to the Supreme Court of Canada. The other protests referred to were not disposed of.

The matter that the Board considered in connection with these protests was the effective date which should be given to the Board's judgment.

No appearance was made by any Live Stock Shippers' Association, and no representations were, therefore, made on behalf of their interests.

Dr. Magill and Mr. Frank Fowler appeared for the grain interests and Mr. Kelly and Mr. Bacon for the lumbermen.

I first deal with the lumber situation.

At the hearing it was asked that the effective date should be postponed until April 1 next. Other representations have been made in writing asking that the effective date of the tariffs should be made the 1st of March, the 15th of March, the 1st of April.

There is no doubt that the desire of the trade to escape the higher rates is general.

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The application in this case was lodged last April. Sittings of the Board at which the application for an increase of rates was heard were held as far back as the 5th of last June, and the lumber interests were represented at these hearings.

As far back as the 6th of June last Mr. Mackin, chairman of the British Columbia Lumber and Shingle Manufacturers' Association, Vancouver, said:—

"We notice one of the railways has stated that they would like to have an emergency declared, and this rate made effective within thirty days. What would be our position with a great deal of business on our books at the present time sold on the basis of the old rate? Is it not reasonable we should be given sufficient time? We think thirty days is not enough within which to clean up that business."

He was asked the question:—

"Are your contracts made in that way? In view of the present situation, the changed conditions, are you not making most of your contracts subject to that?"

Mr. Mackin's reply was:—

"We have for the last ten days been doing that. But most of the lumber is sold on the conditions I have named above."

Mr. Alexander Wood appeared at the same sitting for the Rat Portage Lumber Company, Limited. He thought that three months would be the least time within which orders filed could be got out.

Mr. Adolph, of the Adolph Lumber Company, at the sitting held on the 16th of June in Nelson, B.C., showed according to his quotations, that he had 2,000 orders which would have to be delivered at the present rates, and that he had no right of cancellation. He also stated that he had to deliver his lumber within thirty days if he could, but that under present conditions it would take two months to deliver the lumber.

On cross-examination by Mr. Peters on behalf of the railway companies, the record shows:—

"Mr. PETERS: Have you any lumber contracts taken which you accepted on condition that the rates remain the same as at present? Haven't you got orders now booked where you are protected in case of advance in freight rates?"

"Mr. ADOLPH: Yes, as soon as we understood that there was an application.

"Mr. PETERS: You did not mention that. I thought you were going to mention it. How long have you had orders like that?"

"Mr. ADOLPH: Probably three weeks.

"Mr. PETERS: Not longer than that?"

"Mr. ADOLPH: I do not think so, and we have not a great many taken under those conditions.

"Mr. PETERS: They are all taken that way now?"

"Mr. ADOLPH: A man would be a very poor business man to take them any other way."

What may be said of lumber may be said of every other commodity handled by the railways. The fullest publicity has been given the railways' application for increased rates. The shippers have had notice of it for upwards of eight months. They have certainly had as much notice as they would have had if the railway companies had gone to the unnecessary expense of filing every tariff before the question

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was considered by the Board. Speaking generally, they have been in a position to protect themselves by taking orders at the point of production subject to the cost of railway haul, whatever that might be.

The only notice under the Act that the railway companies are obliged to give is thirty days. Shippers, in the present instance, have had notice, as already stated, of over eight months. Doubtless there has always to be more or less inconvenience and perhaps loss suffered every time a rate advance is made, but this trouble is caused just as much by other advances in any necessity whether it be supplies or labour.

With the notice that the shippers have had in this instance, this inconvenience should have been reduced to an irreducible minimum if the ordinary precaution, as defined by Mr. Adolph himself, had been adopted.

As it is now, there will still be delay before the increases are put in. The whole of the railways' demands have not been given effect to. Instead of a blanket rate increase, effect has been given to the position taken by the lumber interests and specific advances are made, resulting in the necessity of having new tariffs provided. In all probability, this will take some time, and until the appropriate tariff is provided the judgment of course cannot be carried into effect. The circumstances and publicity of the application are such that no application for a stay of the judgment ought to be granted.

This disposes of all requests for suspension of the judgment, except in so far as the movement of wheat is concerned. The position here is entirely different. I would give effect to Mr. Fowler's application.

Wheat buyers and country elevators are not permitted to carry on business in the ordinary course in so far as wheat is concerned. They are compelled by order of the Board of Grain Supervisors for Canada to purchase wheat at a specific price. They are also compelled by the same Board to sell wheat at a specific price.

Mr. Fowler's figures, which were not disputed by the railways, show that the Board of Grain Supervisors has held these grain buyers down to a price which will certainly permit of no excessive or unreasonable profit, but will possibly result in some loss, certainly in loss having regard to the activities of the buyers, in so far as wheat itself is concerned.

In view of the artificial position, therefore, of wheat, brought about by legislation doubtless necessary in view of war conditions, and in view of the position in which wheat purchasers have been placed, I am of opinion that the increases allowed for the carriage of wheat ought not now to be made effective. I would postpone the effective date of rate increases for the transportation of this commodity until the 1st day of June next. This will enable all wheat purchased at the old rate and subject to the old conditions to be hauled to Fort William before the new rates take effect.

The like conditions do not apply to coarse grains, nor indeed to any grain other than wheat. In my opinion, the effective date of the judgment ought not to be postponed having regard to these commodities.

The Board's judgment was issued on December 26, 1917. It was then made public, and the parties to the issue were advised as to the action of the Board. The judgment was given the fullest publicity by the press. 22 Can. Ry. Cas. 49.

Under the Railway Act, tariffs may be filed by the railway companies of their own motion, or may be directed by the Board; and the Board in directing tariffs to be filed may designate the date at which any tariff will come into force.

In view of all the circumstances, railway companies ought to file the necessary schedules and tariffs to take effect not earlier than the 1st day of February next.

OTTAWA, January 15, 1918.

The Assistant Chief Commissioner, the Deputy Chief Commissioner and Commissioners McLean and Goodeve concurred.

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Re PROPOSED INCREASE IN CAR MINIMUM ON CARS FOR PEDLAR CAR SERVICE OF PACKING-HOUSE PRODUCTS.

As a result of a complaint made to the Board by the Canadian Manufacturers Association, the Board suspended certain tariffs in Eastern Canada increasing the car minimum for refrigerator cars used in what is called the Pedlar Car Service for packing-house products, from 9,000 to 15,000 pounds.

It appeared from the evidence that an arrangement had been made between the Canadian Freight Association and certain packing houses, that the railway companies would supply refrigerator cars for the transportation of fresh meats, dressed poultry, packing-house products, butter and eggs, from packing-house centres like Toronto and Hamilton to points in a direct run on a railway line, at the published less-than-carload rates, provided the shipper paid an amount at least equal to the second-class rates on 6,000 pounds to the farthest point for which a consignment was shipped in the car. This arrangement was not provided for by tariff.

It also appeared that the pedlar-car system was one of considerable benefit to the packing-house operators. The railway companies in justification of their desire to increase the minimum asserted that with the increased demand for car service throughout the country and the particularly urgent demand for refrigerator cars to transport food-stuffs to the seaboard for overseas consumption, they could not spare as many cars for this pedlar-car service as were then being used by the packers, and they submitted that if the minimum were increased the packers would put a bigger load in each car and in that way use fewer cars. In addition to this, there is the general movement among the shippers, as well as railway companies, to economize in car service by increasing loads. This Board has in a number of instances recognized the wisdom of more compact loading by authorizing increases in carload minima.

From the evidence submitted at the hearing it was clear that the shippers of packing-house products had not been as economical as they might have been with refrigerator cars.

Held, Assistant Chief Commissioner Scott in his judgment, January 17, 1918, concurred in by Deputy Chief Commissioner Nantel and Commissioners McLean and Boyce, that if the shippers wished to insist on the use of the cars in question in the future, that the railway companies were entitled to an increased revenue from them and that the minimum should be increased to 12,000 pounds.

BELL TELEPHONE COMPANY v. CITY OF OTTAWA AND COUNTY OF CARLETON.

The Board is given no jurisdiction under section 47 to make the payment of compensation a term of an order approving the location and construction of a telephone line upon a public highway or to impose any condition for which a municipality may contend in bargaining with a telephone company as a term or condition of such order.

Grand Trunk Pacific Ry. Co. v. Fort William Landowners and Fort William Land Investment Co., "et al." (1914), A.C. 224, at p. 229, 13 Can. Ry. Cas., 187, followed.

It is not the function of the Board to decide upon the validity of Dominion or provincial legislation.

Under its charter, 43 Victoria chapter 47, section 3 and the interpretation clause of the Railway Act, section 2 (11), the Bell Telephone Company has power to carry its lines along a bridge on which there is a public right of travelling.

Auger and Son and D'Auteuil Lumber Co. v. Grand Trunk and Canadian Pacific Ry. Cos., 19 Can. Ry. Cas., 401, followed.

The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by Assistant Chief Commissioner Scott and Mr. Commissioner Boyce, January 21, 1918, 22 Can. Ry. Cas., 421.

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Re APPORTIONMENT OF COST OF WIDENING BRIDGE CARRYING LONDON STREET OVER
CANADIAN PACIFIC RAILWAY, WINDSOR, ONT.

The Board by its Order No. 25052, dated June 13, 1916, directed the Canadian Pacific Railway Company to widen the existing bridge at London street in the city of Windsor to a width of 56 feet. Sixty-five per cent of the cost of the work was placed on the railway, and 35 per cent on the applicant (city of Windsor) or the Sandwich, Windsor and Amherstburg Railway Company, as might be determined by the Board after reading any submissions the Sandwich, Windsor and Amherstburg Railway Company, and the applicant might desire to make on the apportionment of the said 35 per cent of the cost of the work. 21 Can. Ry. Cas. 66.

The city of Windsor and the Sandwich, Windsor and Amherstburg Railway Company submitted facts and argument in writing on the question of the proper apportionment of the 35 per cent of the cost of widening the bridge, mentioned in the Order, between them.

Held, Assistant Chief Commissioner Scott in his judgment, January 26, 1918, concurred in by Commissioners McLean and Boyce, that the 35 per cent referred to in the said Order should be paid by the city of Windsor.

Re CARLOAD MINIMUM TAN BARK.

The Canadian Pacific Railway Company by Supplement 8 to its Tariff C.R.C. 33225, and the Grand Trunk Railway Company by Supplement 1 to its Tariff C.R.C. E.3477, effective May 21, 1917, made certain increases in their minima on tan bark in carloads.

The tanners' section of the Canadian Manufacturers' Association applied to the Board for cancellation of the Supplements in question and asked that the carload minima that were effective prior to the increase be re-established.

Held, Assistant Chief Commissioner Scott in his judgment, February 5, 1918, concurred in by Deputy Chief Commissioner Nantel and Commissioners McLean, Goodeve and Boyce, that it would be reasonable to allow 28,000 pounds as the minimum for the standard car, and that an increase in the minima of the cars in question should be for cars 30 feet 6 inches and under, 21,000 pounds; and for cars over 30 feet 6 inches and not over 34 feet 6 inches, 23,000 pounds. Held, further, that the increases should only apply in cases where there is a special tariff in effect.

In re PROPOSED CHARGE OF BELL TELEPHONE COMPANY FOR CALLS BETWEEN NORTH
GOWER, KEMPTVILLE, AND SOUTH MOUNTAIN CENTRALS.

It appeared that the Bell Telephone Company had, for many years, carried on business at Kemptville, and that in 1912 it purchased and took over the Heckston Rural Telephone Company which served the territory adjacent to South Mountain where the Bell Telephone Company had a central office; that ever since the Bell Telephone Company took over the Heckston Company there had been a free interchange between Bell subscribers on the South Mountain Exchange and Bell subscribers on the Kemptville Exchange.

Complaint was made to the Board by those served by the Bell Telephone Company through its centrals at Kemptville, South Mountain and North Gower, against a charge of ten cents by the Bell Telephone Company for connection between these centrals.

Held, Assistant Chief Commissioner Scott in his judgment, February 8, 1918, concurred in by Deputy Chief Commissioner Nantel and Commissioner Goodeve, that the subscribers in question had no right as a strict matter of law to the con-

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tinuance of the free interchange that had been enjoyed. Held further, however, that there was undoubtedly representation made by the Bell Telephone Company that free interchange should be given, and that there was a moral obligation on the company to maintain that free interchange for a reasonable time and under reasonable conditions, and that the change proposed should not be permitted to be brought about on the short notice given by the Bell Telephone Company to its subscribers, and the Board decided that the charge for interchange was not to become effective until January 1, 1919, and that on that date any subscriber of the Bell Telephone Company, on the three exchanges under consideration, should be permitted to be relieved of his contract whether it expired or not.

Re EXPRESS RATES ON CREAM IN BRITISH COLUMBIA.

Complaints had been made to the Board regarding the express rates on cream in British Columbia as compared with the rates charged in Alberta. Complaint was made by Mr. S. P. Pond of the Beechnut Creamery of Nelson, B.C., stating that the rates of the Dominion Express Company were excessive. It was said that the regular merchandise rate was charged on cream shipments, which made the charges too high. Comparison was made with the rates charged by the Great Northern Express Company. It was said that these rates were much more favourable than those charged by the Dominion Express Company and were available for shipments into Nelson. The applicant desired to have the same rates apply on the movement into Nelson over the Dominion Express Company's lines as applied on the Great Northern Express Company's lines. The Dominion Express Company, in its answer, pointed out that the applicant was in error in stating that the merchandise rates were those which applied on cream by it, and detail was given as to its cream tariff in British Columbia. This matter is subsequently referred to.

A hearing in this matter took place at Revelstoke, B.C., in June, 1915. The applicant was unable to be present but submitted a written statement again emphasizing comparison with the rates charged by the Great Northern Express Company. The Dominion Express Company, in its answer, stated that the rates charged by the Great Northern Express Company were rates which applied to lines of that company in the Western portion of the United States; that these lines extended a few miles across the border into Canada touching some Canadian points; and that the same rates were extended to these points. The Dominion Express Company took the position that it could not afford to meet the competition of these rates and was not obligated to meet competitive rates.

Subsequently when the matter was taken up by further correspondence with the applicant he stated that he was going out of business, but that the matter was going to be gone into further by the Nelson Board of Trade. The Nelson Board of Trade thereafter wrote, setting out in detail comparisons of the Great Northern Express rates on business up to 75 miles with those charged by the Dominion Express company. The Board of Trade was apparently under the impression that the tariff as charged by the Great Northern Express Company was one which had been imposed upon it by the Board; and the question was asked whether the intention of the Board in imposing the tariff in question on the Great Northern on business to points in Canada was to impose a tariff on that company which would not be applicable to all express companies doing business in Canada. Specific rates were referred to which required, aside from the question of principle involved, checking by the express company, and this checking was taken up.

Held by Commissioner McLean in his judgment, February 8, 1918, concurred in by Chief Commissioner Drayton, that giving due weight to the difference in transportation conditions as recognized in the decision of the Board and the amended

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tariffs implementing these decisions, it did not appear that the Board would be justified in directing that the reduction in rates asked for should be made.

Held, further, that with regard to the application that had been made for a 200-mile distance, that if it was the desire of the express company to continue with the application, it would have to be heard at such points in British Columbia as will enable the parties vitally interested to submit their positions.

DEPARTMENT OF AGRICULTURE FOR CANADA v. GRAND TRUNK RAILWAY COMPANY.

Where no negligence has been shown on the part of the railway company in carrying out the construction of drainage works, and the damage, if any, is due solely to reasonable exercise by the company of the powers conferred upon it, the owner of adjoining lands cannot recover compensation. Such an injury should have been foreseen and compensation claimed for it under the statute at the time the railway was constructed. Under the circumstances, the cost of lowering a railway culvert after construction to provide better drainage should be borne by the adjoining land owner.

Wallace v. Grand Trunk Ry Co., 16 U.C.R., 551; *Knapp v. Great Western Ry. Co.*, 6 U.C.C.P., 187; *Nicol v. Canada Southern Ry. Co.*, 40 U.C.R., 583; *L'Esperance v. Great Western Ry.*, 14 U.C.R., 173, followed; *Denholm v. Guelph and Goderich Ry. Co.*, 17 Can. Ry. Cas., 318, distinguished.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, February 8, 1918, concurred in by the Assistant Chief Commissioner, and Commissioners McLean and Boyce. 23 Can. Ry. Cas., 77.

In re GREAT NORTHERN RAILWAY SIDINGS.

Subject to the jurisdiction of the Board in respect of adequate and suitable accommodation for traffic, the railway company may, after the route map has been approved, locate its tracks upon its own right of way without approval from the Board as to the location of these tracks, except where highways are crossed. 23 Can. Ry. Cas. 5.

When industries have become dependent upon C.L. facilities afforded by a particular track (other than a team track) located wholly on the railway right of way, such track should not be removed or re-located, if the parties do not agree, without leave of the Board.

Kammerer v. Canadian Pacific Ry. Co., 21 Can. Ry. Cas., 74; *Canadian Pacific Ry. Co. v. Vancouver Ice & Cold Storage Co.*, 23 Can. Ry. Cas. 1, referred to.

The facts are fully set out in the judgment of Mr. Commissioner McLean, February 14, 1918, concurred in by the Assistant Chief Commissioner and Commissioners Goodeve and Boyce. 23 Can. Ry. Cas., 5.

LYONS FUEL & SUPPLY CO. v. ALGOMA CENTRAL & HUDSON BAY RAILWAY COMPANY.

The Board will give no effect to a contract fixing a toll so unreasonably low and so out of proportion to the general scale, that it constitutes in effect unjust discrimination in favour of one shipper as against other shippers on the respondent carrier's line. The Board ordered the respondent to remove such unjust discrimination by filing tariffs providing for a fair and reasonable toll.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, February 26, 1918, concurred in by the Chief Commissioner and Mr. Commissioner Boyce. 23 Can. Ry. Cas., 146.

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IRISH & MAULSON v. BELL TELEPHONE COMPANY.

Where the telephone service in connection with which publication by listing in the telephone directory is asked is not of the private branch exchange line, but of the separate residential ones, and entirely distinct from the contract covering the private branch exchange service, the service asked for is a distinct one, and is subject to the separate listing toll.

The fact are fully set out in the judgment of Mr. Commissioner McLean, March 5, 1918, concurred in by the Assistant Chief Commissioner and Mr. Commissioner Boyce. 23 *Can. Ry. Cas.*, 19.

COMPLAINT OF THE WALKERTON EGG & DAIRY COMPANY, WALKERTON, ONT., AGAINST THE CANADIAN AND DOMINION EXPRESS COMPANIES.

Complaint was made to the Board by the Walkerton Egg & Dairy Company, of Walkerton, Ont., per Messrs. Robertson & McNab, against the Canadian and Dominion Express Companies overcharging five cents on each can of cream shipped from stations where the express companies have no collection and delivery service.

By the Board's Order No. 14594, of August 21, 1911, clause 1, sub-clauses (a) to (c) inclusive, provided as follows:—

"(a) The above charges include the delivery of filled cans and the collection of empties for the dealer at all points where the express company furnishes a collection and delivery service for other goods.

"(b) In the case of shipments by a dealer, if filled cans are collected by an express company and shipped to a place where the said company does not furnish a collection and delivery service, or any kind of goods the above charges will apply.

"(c) In places where a collection and delivery service is not furnished by the express company, the charges, except as in subsection (b) shall be 5 cents per can less than the above rates."

These provisions, subject to the inclusion of the name of the specific express company concerned, are set out in the special local cream tariffs of the express companies issued as a result of this Order, e.g., the Dominion Express Company's Tariff C.R.C. No. 4405, effective March 9, 1914.

The application as made refers to rule 2 of the express tariff, rules 1 to 3, inclusive, of the tariff embody the provisions set out in sub-clauses (a) to (c), inclusive, above referred to.

The contention was:—

"The express company does furnish a "collection and delivery service" in Walkerton, but they receive cream which is shipped here from a number of places where the express company has not a collection and delivery service; nevertheless the Walkerton Egg & Dairy Company have been paying the full rate for several years.

"They contend that clause 2 does not apply to these cases because there is a collection and delivery service at Walkerton to where the cream is shipped, but none at the place at which the cream is delivered for shipment to them."

Held, Commissioner McLean in his judgment, March 5, 1918, concurred in by Assistant Chief Commissioner Scott, Deputy Chief Commissioner Nantel, and Commissioners Goodbye and Boyce, that where there is a collection service at the initial point or delivery service at the terminal point, which latter service *ipso facto* obligates the express company to give a collection and delivery service for the cream dealer, the inclusive charge applies; that where there is no collection at the point and no delivery and collection at the terminal point, then the deduction is provided for.

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WALLACEBURG CUT GLASS WORKS V. CANADIAN FREIGHT ASSOCIATION.

Two L.C.L. classification ratings will not be granted on the same commodity differing in value. Where a C.L. classification rating from Wallaceburg, a manufacturing centre, to Winnipeg was voluntarily put in by the carriers, it is only reasonable that similar commodity tolls should be given from Wallaceburg to Toronto and Montreal, similar distributing centres in the east.

(*Ledoux Co. v. Canadian Freight Association 12 Can. Ry. Cas., 3*, distinguished.)

The facts are fully set out in the judgment of the Assistant Chief Commissioner, concurred in by Mr. Commissioner Boyce, March 9, 1918. *22 Can. Ry. Cas., 408*.

IN re APPLICATION FOR CANCELLATION OF CLAUSE IN ORDER BILL OF LADING PROVIDING FOR INSPECTION OF GOODS.

This was an application for cancellation of the clause in the Order bill of lading approved of by the Board providing that the inspection of goods covered by the bill of lading would not be permitted unless provided by law or unless permission was endorsed on the original bill of lading or given in writing by the shipper.

It was pointed out that the existing bill of lading was approved by the Board after it had been taken up and gone over carefully, clause by clause, by representatives of shippers, financial institutions and railway companies.

Held, Assistant Chief Commissioner Scott in his judgment, March 13, 1918, concurred in by Commissioners McLean and Goodeve, that the present arrangement should not be disturbed, it having been the practice in commercial transactions for many years, and business houses, banks and other financial institutions having recognized and being familiar with the practice. The application was accordingly dismissed.

"IN RE" GRAND TRUNK AND QUEBEC, MONTREAL AND SOUTHERN RAILWAY COMPANIES.

The Board has no jurisdiction under section 364 (3) to dispense with the sanction of the Governor-in-Council required by section 364 (2), but can only recommend for such sanction a traffic agreement, properly brought before it, of which it approves. The Board has jurisdiction to dispense with conditions as to consent of shareholders, advertising in local papers and other conditions as to procedure in bringing the matter properly before the Board.

The facts are fully set out in the judgment of Mr. Commissioner Boyce, March 14, 1918, concurred in by the Assistant Chief Commissioner and Mr. Commissioner McLean. *23 Can. Ry. Cas., 101*.

COAL RATES.—FILE NO. 25547-14.

Judgment Chief Commissioner Drayton, March 15, 1918, concurred in by Assistant Chief Commissioner Scott and Commissioner McLean.

This is a complaint from municipalities and users of coal in what is generally referred to as the Waterloo County group. The city of Guelph also joins in the complaint. A hearing has taken place, and the matter has stood pending a final decision in the advanced rates case.

The whole question of coal rates is very difficult to adjust properly in the district of Western Ontario, in view of the obvious water competition open to towns on the lakes.

The complexity of the situation is in part covered by the judgment in the Eastern Rates, pp. 178-187. In view of the fact that the whole situation is so much covered in that case, I do not deem it advisable to give further grounds, but would simply adopt the report of Mr. Hardwell, the Board's chief traffic officer, in which I fully concur.

As a result of adopting the report, the different municipalities are placed on as close a basis of parity one with the other as, in my opinion it is possible to obtain.

Mr. Hardwell's report reads:—

"On the assumption that the new tariffs become effective on the 15th instant, I now beg to report as follows:—

"The increase of 15 cents per ton in the Galt rate, raising it from 88 cents to \$1.03 per ton, affords a basis for realignment. Having regard to the rate to Brantford, which was the real origin of the subsequent difficulties as explained at page 182 of the Eastern Rates Judgment, I would not change this new Galt rate. Galt is not one of the complainants.

"Preston and Hespeler formerly had the Galt rate, but were advanced to 5 and 7 cents above Galt; distances 4.1 and 7.4 miles respectively. I would now restore them to the Galt group.

"Guelph is 16.2 miles from Galt, and formerly took the same rate; but the judgment placed it at 11 cents over Galt. I would reduce this difference to 5 cents, so as to make the new rate \$1.08 instead of \$1.11.

"I am unable to see my way to recommending any change to Kitchener. It is true that it also enjoyed the same rate as Galt, although the extra mileage 27.7. Both judgments place it at 11 cents higher, the new rate being \$1.11. Were this reduced, the same rate to Stratford would necessarily also have to be reduced, Stratford being 8 miles nearer Black Rock, as well as to the intervening towns of Petersburg, Baden, New Hamburg, and Shakespeare and the reduction would be reflected to St. Mary's and thence to London.

"Again, Woodstock has an advantage in distance of 21 miles from Black Rock compared with Kitchener, so that as both have the same rate the same reduction would follow to Woodstock and Ingersoll, and here, also would be reflected to London.

"These examples show how the rates are inter-related and the extent to which the tariff structure would be affected if all the requests were granted.

"Waterloo is but one mile branch line distance from Kitchener and has always had the Kitchener rate. The new tariff continues this arrangement.

"Elmira is 10 miles beyond Waterloo and is the terminus of the branch. Its rate was formerly 10 cents over Waterloo, and the new tariff makes the difference 11 cents, but the change is so slight that I do not consider that the tariff should be interfered with, particularly as the Canadian Pacific's Goderich branch would be affected, not to speak of Fergus and Elora which are in the same territory and with distances from Black Rock in their favour.

"Adjudication must, in my opinion, take locations and distances into account, without undue regard to past voluntary practice. Clearly, also, the purpose of the last judgment of the Board should be kept in view, and the extent to which that purpose would be voided by the ramifications I have referred to. That with the exception of Guelph the complaining centres are all in the County of Waterloo has, I submit, no practical bearing on rate making.

"As regards the competition between the towns in this Waterloo County group and the argument for equality of rates throughout, the reminder is not needed that this Board and the Interstate Commerce Commission have repeatedly held that it is not the province of regulation to require commercial equality to the disregard of distances and routes.

"It was contended that the distance to Kitchener should be reckoned over the 15th District through Blair and Doon as if the Grand Trunk had bridged the Grand River at Galt, but that branch has no connection with the main line at Galt, the traffic moving over the 22nd district through Preston to Guelph Junction, and thence west to Kitchener.

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"I should mention that many of the distances quoted by complainants are those from Suspension Bridge; but, as the Board is aware, the great bulk of the coal movement is through Black Rock.

"The following table tells the whole story. The mileages are from Black Rock. The column headed "Old" gives the rates which preceded the Eastern Rates Judgment, the 'E.R.C.' column the rates of that judgment, and the column headed "15 cents," the 15 cents per ton increase recently granted. The last column shows the rates herein recommended to the disputed destinations underlined:—

To—	Miles.	Old. Cents.	E.R.C. Cents.	15 Cents. Cents.	Cents.
Brantford.. . . .	74	70	77	92	—
Galt.. . . .	92	90	88	103	103
Preston.. . . .	96	90	93	108	103
Hespeler.. . . .	99	90	95	110	103
Guelph.. . . .	108	90	99	114	108
Georgetown.. . . .	93	86	88	103	—
Kitchener.. . . .	120	90	99	114	114
Stratford.. . . .	112	90	99	114	—
Woodstock.. . . .	99	90	99	114	—
Waterloo.. . . .	121	90	99	114	114
Elmira.. . . .	131	100	110	125	125
Elora.. . . .	120	100	110	125	—
Fergus.. . . .	123	100	110	125	—

Orders to go accordingly.

"RE" EXPRESS RATES ON FISH.

It appeared that the Dominion Express Company had in the past made deliveries of fish by cartage to consignees. By Supplement 11 to Tariff C.R.C. No. 4416 and Supplement 8 to Tariff C.R.C. No. 4437, effective January 15, 1916, the company sought to cancel all cartage delivery applying to fish moving in earload lots from the Atlantic and the Pacific.

The Board, by Order of suspension numbered 24628, suspended these supplements, with the result that the company has been forced to continue delivery of fish as in the past.

The company seeks to sustain its action in cancelling delivery, in view of the following facts:—

1. That the rates from the Pacific to eastern cities are extremely low, and were rates forced by competition.
2. That these rates, competitive as they are, compare with rates in American territory which do not include the cartage delivery service for fish moving in earload lots.
3. That it was never intended by the express companies to make cartage deliveries of fish handled in earload lots.

Held, Chief Commissioner Drayton in his judgment, March 15, 1918, concurred in by Assistant Chief Commissioner Scott, Deputy Chief Commissioner Nantel and Commissioner Goodeve, that the suspensions under the Board's Order No. 26425 suspending the supplements in question be made absolute.

COMPLAINT OF THE WEST VIRGINIA PULP & PAPER COMPANY, AND OTHERS, "RE" RATES ON PULPWOOD.

This was a complaint filed with the Board by the West Virginia Pulp & Paper Company, requesting that an Order be issued disallowing, in so far as rates to Mechanville, N.Y., were concerned, C.P.R. Tariff C.R.C. No. E-2847, effective September 10, 1914, and supplement thereto No. 7, effective November 1, 1915 (repeated in the

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supplement 12 referred to in the application), applying on pulpwood from C.P.R. points to various United States destinations, principally in eastern New York State.

Subsequently, by supplement 15, issued July 28, to take effect September 1, 1916, the rates were increased 1 cent per 100 pounds from the territory west of Montreal taking the routes via Ottawa or St. Polycarpe Junction, thence G.T.R. to Rouses Point, N.Y., where a connection is made with the Delaware & Hudson R.R.

Order No. 25262 issued August 16, 1916, suspending the last mentioned supplement on the application of the West Virginia Pulp & Paper Co., the Ticonderoga Pulp & Paper Co. of Ticonderoga, N.Y., and the New York & Pennsylvania Co., of Willsboro, N.Y., these two points, with Mechanicville, being, it was stated, practically the only Delaware & Hudson points taking Canadian pulpwood. The Mountain Lumber Co., of New York, subsequently intervened as complainants.

The present application is complementary to the decision of the Board in *International Paper Co. v. G.T.R., C.P.R., and C.N.R. Cos., 15 C.R.C., 111*. That case was concerned with export rates on pulpwood from the territory east of what is involved in the present application. It was there recognized that the area in question was one in which water competition had exercised a serious influence on rates. It was further recognized that with the lessening of water competition the railways were within their rights in bringing the rates up more closely to the normal conditions.

Held by Commissioner McLean in his judgment, March 16, 1918, concurred in by Chief Commissioner Drayton, Assistant Chief Commissioner Scott, Deputy Chief Commissioner Nantel and Commissioner Goodeve, that considering what had been approved with respect to analogous commodities in single-line movements, the rates on other forest products, and also the fact that, having regard to the pulp and paper products, the Canadian Pacific and Grand Trunk companies have no re-shipment advantages and revenues accruing therefrom, the increase of 1 cent as provided for in supplement No. 15 was not unreasonable.

Held, further, that in view of the time that had elapsed in connection with the suspension of the tariffs referred to, the parties applicant had had ample notice of the effect of the tariffs; and that the movement concerned being an international one, the filing requirements of the Interstate Commerce Commission had to be recognized. Held, further, that subject to the requirements of the Interstate Commerce Commission in this respect, revised tariffs might be filed with the Board within fifteen days from the date of the Order. *23 Can. Ry. Cas. 153*.

CANADIAN RUBBER MANUFACTURERS VS. CANADIAN FREIGHT ASSOCIATION.

It would be unjust discrimination to authorize the shipment of rubber boots and shoes in mixed earload lots at third-class tolls in competition with manufacturers who have not the same privilege of mixing their leather or felt boots with other leather or felt commodities which are entitled to the same classification in C.L. lots.

C.L. tolls are only given for the purpose of mixing on account of the varied nature of the goods that can be mixed.

Solid rubber tires with a minimum weight of 24,000 pounds, and pneumatic rubber tires with a minimum weight of 16,000 pounds, were both rated third class.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, March 20, 1918, concurred in by Commissioners McLean, Goodeve and Boyce. *23 Can. Ry. Cas., 50*.

SANAIMO BOARD OF TRADE V. CANADIAN PACIFIC RAILWAY COMPANY.

It is the duty of a rail carrier in the interests of the shippers to take the shorter, more direct, more economical traffic movement route, but since under the present toll situation the whole of the economy is obtained by the rail carrier, the mileage via the

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Ladysmith transfer ought to be reduced to the mileage via the Esquimalt transfer to Nanaimo, and the mileages of stations served by the Ladysmith transfer reduced in the same manner plus the mileage from Ladysmith to destination.

The main question in this case relates to the terminal toll which represents the toll quoted from points in eastern territory to those in western and vice versa, where the movement is open by water, or where the distance from water is so short that the combination rail and water toll is lower than the regular all rail toll, the Board has invariably held that carriers, in their discretion, may or may not meet water competition or competition of any form, and may elect to attempt to get business at small remuneration or do without it altogether, subject to the qualification that when competition is met the competitive toll should be extended to all points in a common district where similar operating and traffic conditions obtain. The volume of traffic moving by water into Nanaimo being very small as compared with that into Victoria, conditions are dissimilar, there is no unjust discrimination.

Nanaimo Board of Trade v. Canadian Pacific Ry. Co., 20 *Can. Ry. Cas.*, 224, reheard and affirmed; *British Columbia News Co. v. Express Traffic Association*, 13 *Can. Ry. Cas.*, 176; *Midland Lumber Shippers v. Grand Trunk Ry. Co.*, (*Pine Lath Refund Case*) 22 *Can. Ry. Cas.*, 387, followed.

The facts are fully set out in the judgment of the Chief Commissioner, March 25, 1918, concurred in by Mr. Commissioner Goodeve. 23 *Can. Ry. Cas.*, 92.

COMPLAINT OF R. W. HANNAH, OF TORONTO, "RE" REFUSAL OF GRAND TRUNK RAILWAY COMPANY TO APPLY SPECIAL MILEAGE TARIFF RATES ON POTATOES.

Complaint was made to the Board by R. W. Hannah, of Toronto, Ont., that the Grand Trunk Railway Company refused to apply its special mileage tariff rates on potatoes between its stations on shippers' circuitous routing. Under G.T.R. tariff C.R.C. No. E-3642, rates are quoted on potatoes and flax seed. The tariff provides that the rates as given apply "in straight carloads only, mileage basis to be used where specific rates in force". Manifestly there is a clerical error and this should read "where specific rates are not in force". The tariff sets out rates for mileages up to 500 miles. The tariff is also limited in scope to movements between Grand Trunk stations; and it is provided that between common points the competing railways' mileage will apply if shorter than distance by the Grand Trunk.

It was contended in substance by the railway that the tariff while quoted, in miles, is in effect a station to station tariff always based on the shortest mileage. The applicant contended that he had a right to a rate on the actual distance moved, regardless of whether it was the shortest distance between the two points concerned.

Held, Commissioner McLean in his judgment, March 27, 1918, concurred in by Assistant Chief Commissioner Scott and Commissioner Goodeve, that in order to obtain advantage of the stop-off arrangement, the shipper must comply with the provisions of Tariff C.R.C. E-2374; that the direct mileage Hawkestone to Montreal is 357 miles, and that the through rate was 20½ cents; that for the out of line haul of 55 miles there was a charge of 2¼ cents, while for the "stop-off" there was a charge of 1 cent; that the combination thus applying was 24½ cents instead of the 25 cents claimed by the applicant. 24 *Can. Ry. Cas.*, 123.

Re APPLICATION OF THE LONDON & PORT STANLEY RAILWAY COMPANY TO INCREASE STANDARD PASSENGER TARIFF.

This was an application made to the Board by the London & Port Stanley Railway Company for authority to increase its standard passenger tariff from 2½ cents per mile to 3 cents per mile, and its standard freight tariff by 15 per cent. The Application involved the extension of the advance allowed by the Board on the application of the railways operated by steam for a general advance in rates to the electric lines.

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No electric railway was party to that application, and the judgment of the Board did not deal with rates on electric lines as such. And this for very good reason—not only was no application made for an increase, but one of the greatest items of increased cost, namely, the item of coal, is entirely lacking in electric railways operated with hydraulic power. The present applicant operates with Hydro power.

Some of the electric railway companies have, since the recent advance was allowed the steam lines, filed tariffs making similar advances in their rates. These tariffs have been disallowed by the Board until the necessities of the electric lines were established.

The London & Port Stanley Railway Company has since filed its application, and has submitted data reflecting its increased costs and the effect that the increased cost schedule has had upon its operations.

No other electric railway line in Eastern territory has as yet submitted to the Board evidence on which an increase of rates could be justified.

While the London & Port Stanley Railway does not apply on behalf of itself and all other electric railway companies, that company, operating as it does in a densely populated part of the province, and being without unprofitable mileage confining its operations between terminals already developed, could well be taken as an electric line which should show in the highest degree, having regard to the character of its equipment, the economies of electric railway operation.

The manager and treasurer of the company, which is operated for the city of London by a commission, has filed statements showing the increase in the rate of wages of conductors, motormen, and train men, as between July 1, 1915, and January 1, 1918, amounting to an average increase of 33.421 per cent. Increases approximating a similar percentage advance are shown to be typical and applicable to most of the employees.

Comparative prices of supplies as filed by the London & Port Stanley Railway Company show a state of affairs practically the same as the Exhibits filed by the steam railway companies in their case, the percentage increase being very heavy, in some instances, take for example rails, running as high as 166.363 per cent.

The commission however, does show that it has in the past earned its fixed charges on the old rates, but it is insisted by it that the city is entitled to a greater return than one-quarter of 1 per cent dividend on the monies invested in the electrification scheme.

Held, Chief Commissioner Drayton in his judgment, March 28, 1918, concurred in by Commissioner McLean, that the figures and statements submitted by the applicant company made absolutely clear their necessity for greater revenue, assuming always that the railway is to be treated as a commercial venture and to be maintained without loss to the London ratepayer, either in connection with its operations, or what in the long run is much worse, depletion of the property assets owing to undue economies and scamped maintenance.

Held, further, that the increases awarded should be temporary and only to apply while the present abnormal and excessive costs prevail.

Held, further, that similar relief would be extended to any other electric line that satisfied the Board that its operation and financial condition were such as to require relief. *24 Can. Ry. Cas.*

APPLICATION OF THE CITY OF VICTORIA AND THE ATTORNEY GENERAL OF THE PROVINCE OF
BRITISH COLUMBIA "RE" ACCESS OVER THE ESQUIMALT AND NANAIMO RAILWAY
BRIDGE.

This was an application made by the municipal council of the city of Victoria and of the attorney general of the province of British Columbia for a declaration from the Board as to the rights of the city to access over the Esquimalt and Nanaimo Railway bridge across a portion of the Victoria harbour; and the application of the Esquimalt and Nanaimo Railway Company for approval of plan showing proposed replacement of Victoria swing bridge, Victoria harbour, B.C.

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The application was previously before the Board at a sittings held in Victoria on Tuesday, June 5, 1917. The case was not then concluded, but council were given the liberty of filing further submissions, having regard to the liability of the railway company as alleged by the city on the one hand, and the jurisdiction of the Board to consider the complaint on the other.

In addition to this, the matter seeming to be one eminently for adjustment between the parties rather than a matter which could be dealt with at the time under an Order of the Board, directions were given that the parties should confer and endeavour to come to a compromise. The question of the liability of the railway company in respect of the bridge—the subject matter of the complaint—has been brought before the Board on other occasions.

Negotiations have taken place, but, the parties having failed to arrive at any adjustment, the city is desirous that the matter should be dealt with by the Board without further delay.

Not only is the application an unusual one, but is attended by very unusual circumstances. The tracks of the Esquimalt and Nanaimo Railway Company enter the city of Victoria by means of a swing bridge constructed from the then Indian reserve across a portion of the Victoria harbour to the property of the railway company in the city and constituting the company's terminals.

The bridge was built by the railway company under the authority of an Order in Council approved August 26, 1887, reading as follows:—

“The committee of council have had under consideration an application of Mr. R. Dunsmuir, on behalf of the Esquimalt and Nanaimo Railway Company, for the approval of the plan and description of a certain swing bridge proposed to be constructed across a portion of Victoria harbour, B.C., on the line of the said railway, to accommodate both railway and highway traffic.”

“The Minister of Public Works, to whom the said application was referred, reports:—

“That the bridge will to a certain extent hinder the free use of the upper portion of the harbour, which, however, is not of such importance as the lower portion;

“That it appears, by a resolution passed by the municipal council of Victoria, that there is not any objection on the part of the civic authorities to the construction of the bridge, on the proposed site;

“That the harbour of Victoria is, owing to a want of depth, only available for vessels of comparatively small size and draught;

“That the site selected by the company for the bridge leaves the best portion of the harbour free and accessible at all times for such vessels and craft as can enter;

“That the bridge will not obstruct in any way the use of that portion of the harbour; and

“That he sees no objection to its being built inasmuch as a proper draw has been provided for.”

“The Minister of Public Works therefore recommends that permission be granted to the Esquimalt and Nanaimo Railway Company to build a railway and highway bridge across a portion of Victoria harbour, B.C., as per plan hereto annexed.”

“The committee concur in the foregoing report of the Minister of Public Works and submit the foregoing recommendations for your Excellency's approval.”

The plan annexed to the Order in Council and approved thereby allowed the construction of a bridge similar to the bridge which has in fact been erected. In its caption it is headed:—

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ESQUIMALT & NANAIMO RAILWAY, B.C.

"PLAN OF PROPOSED SWING BRIDGE ACROSS VICTORIA HARBOUR."

The bridge section shows, in the first instance, an 18-foot space in which is shown a single track line of railway and extensions 4 feet in width on either side.

The city in the present application, contends that the railway company became bound to construct a railway, foot, and vehicular bridge, which were to be free to the public forever and to bring the terminus of the railway within the limits of the municipality.

The city claims, in the first instance, that the company is so bound by agreement; and, in the second instance, that it is bound by estoppel.

No agreement whatever was produced, but the city has put in evidence the following resolution of the city council passed at its meeting held on June 29, 1887:—

"Whereas this council has heard with pleasure the report of his worship the mayor to the effect that Mr. Dunsmuir, president of the Esquimalt & Nanaimo Railway Co., has announced that it is the intention of his company to construct across the harbour of Victoria a railway, foot, and vehicular bridge which shall be free to the public forever and to bring the terminus of the said railway within the limits of this municipality."

"Be it therefore resolved that the thanks of this council be tendered the railway company, through Mr. Dunsmuir, for their liberality and that we are of the opinion that the extension of the line to Victoria will confer a great boon on the citizens thereof."

"Resolved that a copy of this preamble and resolution be transmitted to the Dominion and provincial Governments and the president of the Esquimalt & Nanaimo Railway."

"Seconded by councillor Pearce and carried."

And copy of letter sent to the Hon. Robt. Dunsmuir, July 6, 1887, by the proper civil officials reading as follows:—

"I am directed by his worship the mayor, to enclose for your information, copy of a resolution passed at a regular meeting of the municipal council of this city on the 29th ultimo"—(The resolution is then set out).

Similar letters were at the same time sent to the Honourable the Minister of Public Works, at Ottawa, and to the provincial secretary, at Victoria.

The above resolution is doubtless the resolution which is referred to in the Order in Council as above set out.

Held, Chief Commissioner Drayton in his judgment, March 30, 1918, concurred in by Assistant Chief Commissioner Scott, Commissioners Goodeve and Boyce, that jurisdiction could not successfully be established in the Board, and that the matter was, therefore, entirely one for the Department of Public Works to deal with.

Held, further, that if there was jurisdiction, the plan actually approved by the Order in Council was a plan with but 18 feet space for railway occupation; and that there was no space provided for a vehicular highway, and the ever-ruling interest of public safety of itself would entirely negative the possibility of an Order allowing vehicles to use in common the piece of the bridge in question with the railway.

Held, further, that before any Order could be made by the Board the plans of the new structure would have to be submitted to the Department of Public Works to enable that Department to satisfy itself as to the necessities of navigation at the present time.

SESSIONAL PAPER No. 20c

COMPLAINT OF THE SWIFT CANADIAN COMPANY, LIMITED, OF WINNIPEG, MAN., *re* ALLOWANCE ON BOX CARS.

This was a complaint concerned entirely with the Canadian Pacific's local movement from the Union Stock Yards at St. Boniface, Man., to the Swift Canadian Company's packing-house on the east side of the Red River in the district known as Elmwood.

Supplement 1, effective May 21, 1917, to C.P.R. Switching Tariff C.R.C. No. W. 2251, of April 17, 1917, (both in effect when the hearing was held, although Mr. Ingram's quotations were from the previous tariff) shows a rate of 1 cent per 100 pounds minimum \$5 per car, on livestock from the Union Stock Yards to abattoirs situated on the C.P.R. tracks and C.P.R. stock yards at Winnipeg. It is obvious that what is really meant is a flat \$5 per car rate, since no carload of stock would weigh 50,000 pounds.

If stock cars are not available and box cars are substituted, the railway agent must have some unit of measurement in order to prevent more animals being shipped than could have been loaded in stock cars for the same charge; hence the provision in the company's Special Tariff of Rules and Regulations, C.R.C. No. W2139, quoted by Mr. Ingram, as follows:—

"Whenever through shortage of stock cars for carload shipments of cattle and horses, the car service department finds it necessary to supply box cars in lieu thereof, a sufficient number of box cars may be supplied to furnish carrying capacity equivalent to the number of stock cars ordered, at the minimum weights for stock cars required, actual weight if greater."

"In applying above authority, agents will use following scale as maximum carrying capacity of stock car and draw way-bill for each stock carload accordingly:—

Cattle.—Beef cattle, 18 head. Yearlings, 35 head. Two-year olds, 26 head. Mixed cars of cattle of different ages (including cows), 22 head.

Horses.—Heavy, 17 head; medium, 19 head; light, 22 head.

Box cars in accordance with above will only be supplied on specific authority of the car service department, reference to which will be noted on way-bills.

Agents must show clearly on way-bills what cars were ordered by shippers and what cars supplied, such as—"one stock car ordered, two box cars supplied."

The arrangement above set out as to equivalent carrying capacity is stated by the railway to have been in operation for some twenty years, under an arrangement with western livestock shippers.

During the period extending from October 26 to November 4, and owing to the inability of the railway to supply livestock cars for the intra-terminal movement concerned, the applicant had to use 71 box cars in the movement of cattle.

Held, Commissioner McLean in his judgment, April 3, 1918, concurred in by Chief Commissioner Drayton, that the arrangement in respect of supplying equivalent box car capacity where live stock cars are not available no longer applies on switching movements, that it was abolished by the provisions of Item \$5 of C.R.C. No. W. 2250, which was effective before the date of the hearing but was not referred to at the hearing; that the tariff under which application was made was explicit as to the 18 head basis. Had the Board been of opinion that 15 head was the proper basis on a switching movement, then that this could only have been a direction for amendment of tariff as to the future; and that the Board could not have made it retroactive. Held further that as the tariff no longer permits as to switching movements—what is involved in the complaint—that there is nothing on which to rule in connection with the application as launched.

APPENDIX "B".

REPORT OF CHIEF TRAFFIC OFFICER, J. HARDWELL.

SIR,—I have the honour to submit, for the Thirteenth Annual Report of the Board, a memorandum of the freight, passenger, express, telephone, telegraph and sleeping and parlour-car schedules filed with the Board from November 1, 1904, when, by Order of the Board, under the authority of section 311 of the Railway Act, 1903, the railway companies commenced filing their tariffs, to March 31, 1917; and from April 1, 1917, to March 31, 1918, inclusive; also, of the more important orders relating to traffic issued by the Board to March 31, 1918:—

SCHEDULES received from November 1, 1904, to and including March 31, 1917.

Freight—			
Local tariffs..	10,687		
Supplements..	23,204		
		37,891	
Joint tariffs..	25,364		
Supplements..	69,657		
		95,021	
International tariffs..	103,055		
Supplements..	298,859		
		401,914	
			530,826
Passenger—			
Local tariffs..	10,628		
Supplements..	12,843		
		23,471	
Joint tariffs..	7,294		
Supplements..	12,556		
		19,850	
International tariffs..	16,717		
Supplements..	31,105		
		47,822	
			91,143
Express—			
Local tariffs..	5,046		
Supplements..	52,747		
		57,793	
Joint tariffs..	3,990		
Supplements..	12,558		
		16,548	
International tariffs..	2,173		
Supplements..	1,198		
		3,371	
			77,712
Telephone—			
Local tariffs..	1,047		
Supplements..	1,103		
		2,150	
Joint tariffs..	2,276		
Supplements..	7,146		
		9,422	
International tariffs..	429		
Supplements..	7,904		
		8,333	
			19,905
Sleeping and Parlour Car—			
Local tariffs..	81		
Supplements..	102		
		183	
Joint tariffs..	45		
Supplements..	97		
		142	
International tariffs..	110		
Supplements..	301		
		411	
			736

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SCHEDULES received from November 1, 1904, to and including March 31, 1917.—*Con.*

Telegraph—			
Tariffs..	134		
Supplements..	144		
		278	
			278
Combined totals, all schedules..			720,606

SCHEDULES received from April 1, 1917, to and including March 31, 1918.

Freight—			
Local tariffs..	897		
Supplements..	1,810		
		2,707	
Joint tariffs..	1,342		
Supplements..	6,596		
		7,938	
International tariffs..	3,079		
Supplements..	28,153		
		31,232	
			41,877
Passenger—			
Local tariffs..	1,176		
Supplements..	2,034		
		3,210	
Joint tariffs..	1,491		
Supplements..	2,604		
		4,095	
International tariffs..	1,896		
Supplements..	5,586		
		7,476	
			14,781
Express—			
Local tariffs..	52		
Supplements..	1,123		
		1,175	
Joint tariffs..	934		
Supplements..	225		
		1,159	
International tariffs..	498		
Supplements..	24		
		522	
			2,856
Telephone—			
Local tariffs..	583		
Supplements..	87		
		670	
Joint tariffs..	52		
Supplements..	2,566		
		2,618	
International tariffs..	0		
Supplements..	1,100		
		1,100	
			4,388
Sleeping and Parlour Car—			
Local tariffs..	18		
Supplements..	11		
		29	
Joint tariffs..	7		
Supplements..	13		
		20	
International tariffs..	29		
Supplements..	64		
		93	
			142
Telegraph—			
Tariffs..	6		
Supplements..	6		
		12	
			12
Combined totals, all schedules..			64,056
Grand total..			784,656

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SUMMARY OF TRAFFIC ORDERS OF GENERAL INTEREST ISSUED
DURING THE YEAR ENDED MARCH 31, 1918.

General Order No. 186, April 4, 1917.—Prescribes minimum loads for grain and grain products carried at earload rates.

No. 26006, April 10, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Fort Coulonge Rural Telephone Company, operating in the county of Pontiac, Que.

No. 26007, April 10, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the corporation of the township of Sandwich South, operating in the county of Essex, Ont.

No. 26010, April 14, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Lyndhurst Rural Telephone Company, operating in the county of Leeds, Ont.

No. 26029, April 16, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Bromley Telephone Association, operating in the county of Renfrew, Ont.

No. 26030, April 18, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Wolfstown Telephone Association, operating in the county of Renfrew, Ont.

No. 26032, April 17, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Madawaska Telephone Association, operating in the county of Renfrew, Ont.

No. 26066, May 1, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Muskrat Lake Telephone Company, operating in the county of Renfrew, Ont.

No. 26091, May 8, 1917.—Fixes the basis of freight rates on potatoes from points in the Maritime Provinces to destinations in Quebec and Ontario.

No. 26114, May 16, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Lavant-Dalhousie Telephone Company, operating in the county of Lanark, Ont.

No. 26117, May 16, 1917.—Requires the Grand Trunk Pacific and Canadian Pacific Railway Companies to assist the Canadian Northern to relieve grain congestion in the Goose Lake district by furnishing their cars for eastward joint movement, via Saskatoon, at the same rates as if handled direct by the Canadian Northern.

No. 26120, May 11, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Adamston Rural Telephone Association, operating in the county of Renfrew, Ont.

No. 26128, May 19, 1917.—Approves Tariff C. R. C. No. 1 of the Western Canada Telephone Company, of Vancouver, providing tolls at the Belmont Rural Exchange.

No. 26131, May 18, 1917.—Approves an agreement between the Western Canada Telephone Company and the British Columbia Telephone Company, both of Vancouver.

No. 26136, May 22, 1917.—Approves Standard Maximum Freight Mileage Tariff C. R. C. No. 25 of the Moncton & Buctouche Railway.

No. 26138, May 23, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the British American Nickel Corporation, operating in the district of Sudbury, Ont.

No. 26139, May 22, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the corporation of the township of St. Vincent, operating in the county of Grey, Ont.

General Order No. 189, May 23, 1917.—Requires the amendment of the so-called "follow lot" rule No. 3 of Canadian Freight Classification No. 16.

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General Order No. 190, May 25, 1917.—Requires the amendment of Canadian Freight Classification No. 16 to provide a carload rating for ice-cream cones, of third-class, with a minimum of 16,000 pounds per car.

General Order No. 191, May 26, 1917.—Approves an addition to rule No. 23 of the Regulations Governing Baggage-car Traffic in Canada in case of immigrants' baggage.

General Order No. 192, May 30, 1917.—Disallows application of the railway companies for increased charges for ice supplied to refrigerator cars, and approves the charges proposed for salt supplied to such cars for further lowering the temperature in combination with the ice.

No. 26185, June 5, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Chippawa Hill Telephone Company, operating in the county of Bruce, Ont.

No. 26186, June 5, 1917.—Requires the Grand Trunk and Niagara, St. Catharines & Toronto Railway Companies to provide interswitching facilities between their respective railways at Thorold, Ont.

No. 26191, June 6, 1917.—Approves Canadian Pacific Special Tariff C. R. C. No. 3299, providing charges for pedigree live stock, when shipped by the Department of Agriculture of Ontario.

General Order No. 194, June 6, 1917.—Permits the express companies to amend the express classification for Canada by increasing the conventional weight on which charges are assessed for the carriage of horses, in carloads, from 10,000 pounds to 12,000 pounds per car.

No. 26196, June 6, 1917.—Requires the express companies to deliver goods to the plant of the British Munitions Company, Limited, which is outside of the regular cartage limits at Montreal.

No. 26200, June 8, 1917.—Authorizes the Ottawa and New York Railway to connect its track with that of the Grand Trunk Railway at or near the city of Ottawa, for the interchange of freight traffic.

No. 26206, June 11, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Northcote Farmers' Telephone Company operating in the county of Renfrew, Ontario.

No. 26207, June 11, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and La Société Co-Opérative de Téléphone de St. Marc, operating in the county of Vercheres, Que.

No. 26208, June 11, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and Le Téléphone de St. Sébastien d'Iberville, operating in the counties of Iberville and Missisquoi, Que.

General Order No. 195, June 23, 1917.—Railway companies to require their cartage agents to limit their charges to the actual weight of the goods carted, subject to the minima provided in the approved Canadian Freight Classification.

No. 26251, June 25, 1917.—Requires the Canadian Northern Railway to readjust its carload rates on newsprint and other paper from Jonquière, Que., to points in the United States so as not to exceed the concurrent rates on the same commodities from Donnacona or Grand'Mère, Que., by more than 5 cents per 100 pounds.

No. 26262, June 28, 1917.—Approves Standard Maximum Freight Mileage Tariff C.R.C. No. 5 of the Salisbury and Albert Railway.

No. 26302, July 6, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Mond Nickle Company, operating in the district of Sudbury, Ont.

No. 26330, July 16, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and La Compagnie de Téléphone de Weedon, operating in the county of Wolfe, Que.

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No. 26337, July 16, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Hope Lumber Company's telephone system, operating in the district of Algoma, Ont.

No. 26353, July 16, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and La Compagnie de Téléphone de Charlevoix et Saguenay, operating in the counties of Montmorency, Charlevoix and Saguenay, Que.

No. 26363, July 24, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Hoath Head and Grey Telephone Company, operating in the county of Grey, Ont.

No. 26364, July 24, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the corporation of the township of Chisholm, operating in the districts of Parry Sound and Nipissing, Ont.

No. 26365, July 23, 1917.—Disallows certain tariffs naming increased stop-over charges on canned goods and live stock in Eastern Canada.

General Order No. 200, July 26, 1917.—Amends Order No. 3249, dated June 29, 1907, by fixing the penalty of section 400, subsection 1 of the Railway Act to read at fifty per centum of the regular charge.

No. 26377, July 27, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Muskoka River Telephone Company, operating in the district of Muskoka, Ontario.

No. 26382, July 26, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the corporation of the township of Emily, operating in the county of Victoria, Ont.

General Order No. 201, August 1, 1917.—Approves new Car Demurrage Rules for use of railways in Canada subject to the jurisdiction of the Board.

General Order No. 202, August 2, 1917.—Permits railways to charge increased rates on grain and grain products east of and including Fort William, Ont.

General Order No. 203, August 11, 1917.—As amended by General Order 206, September 7, 1917, approves regulations for the transportation by freight service of dangerous articles other than explosives.

General Order No. 204, August 11, 1917.—Approves revised regulations for the transportation by freight service of explosives.

General Order No. 205, August 15, 1917.—Requires railway companies to stencil inches on the inside walls of cars used in grain traffic in the provinces of Manitoba, Saskatchewan and Alberta.

No. 26420, August 14, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Glengarry Telephone Company operating in the counties of Glengarry and Prescott, Ont.

No. 26470, August 27, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Hazeldean Rural Telephone Company, operating in the county of Carleton, Ont.

No. 26471, August 27, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Wright & Pontiac Telephone Company, operating in the counties of Ottawa and Pontiac, Que.

No. 26490, September 1, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Sydenham Union Telephone Company, operating in the county of Grey, Ont.

No. 26498, September 5, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Balsam Hill Telephone Company, operating in the county of Renfrew, Ont.

No. 26504, September 7, 1917.—Approves Standard Maximum Mileage Freight Tariff C. R. C. No. W-1025 of the Canadian Northern Western lines.

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No. 26509, September 10, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Glenview Rural Telephone Company, operating in the county of Lanark, Ont.

No. 26511, September 10, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Wallingford Brothers, Limited, operating in the village of East Templeton, to points in the province of Quebec.

No. 26519, September 10, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Gore G. Telephone Company, operating in the county of Prince Edward, Ont.

No. 26547, September 20, 1917.—Prescribes a basis of through rates on woodpulp from manufacturing points in Canada to points in the United States.

No. 26548, September 19, 1917.—Railways to provide the same rates and minimum earload weights for fibreboard cheese boxes as for the wooden variety.

No. 26578, September 26, 1917.—Requires the Canadian Northern Railway to publish joint commodity rates on canned goods, in earloads, from its points in Prince Edward county to points west on the Grand Trunk and Canadian Pacific Railways.

No. 26589, September 29, 1917.—Approves Standard Maximum Mileage Freight Tariff C. R. C. No. 62 of the Edmonton, Dunvegan and British Columbia Railway.

No. 26611, October 5, 1917.—Approves Standard Maximum Mileage Freight Tariff C. R. C. No. 28 of the Quebec Oriental Railway.

No. 26641, October 12, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Monk Rural Telephone Company, operating in the county of Carleton, Ont.

No. 26642, October 16, 1917.—Canadian Pacific Railway to reduce its mill stop-over charge on western grain, ex-lake, milled-in-transit, from two cents to one cent per 100 pounds.

No. 26643, October 15, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the corporation of the township of Dunnet, operating in the districts of Sudbury and Nipissing, Ont.

No. 26644, October 15, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Everett Telephone Company, operating in the counties of Simcoe and Dufferin, Ont.

No. 26662, October 18, 1917.—Disallows tariff of the Dominion Atlantic Railway increasing the minimum earload weight of apples from 24,000 pounds to 30,000 pounds.

No. 26671, October 22, 1917.—Disallows certain charges of railways in Western Canada for terminal switching movements for distances over one thousand feet.

No. 26677, October 25, 1917.—Approves an agreement for the interchange of telephone services, between the Bell Telephone Company and the Acorn Rural Telephone Association, operating in the county of Renfrew, Ont.

General Order No. 208, October 25, 1917.—Amending General Order No. 152. Authorizes the re-filing of tariffs of tolls for the use of refrigerator cars for the carriage of vegetables.

No. 26715, November 5, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and La Cie de Téléphone St. Maurice et Champlain, operating in the counties of Champlain and Portneuf, Que.

No. 26716, November 5, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Doc Lake Telephone Company, operating in the district of Muskoka, Ont.

No. 26717, November 6, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Brougham and Gratton Telephone Company, operating in the county of Renfrew, Ont.

No. 26731, November 12, 1917.—Amending Order No. 20846. Extends the express collection and delivery limits at Hamilton, Ont.

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General Order No. 209, November 13, 1917.—Approves Supplement No. 10 to Canadian Freight Classification No. 16.

No. 26753, November 19, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Innerkip Rural Telephone Company, operating in the county of Oxford, Ont.

No. 26769, November 24, 1917.—Approves Standard Maximum Mileage Freight Tariff C.R.C. No. 2725 of the Michigan Central Railroad.

No. 26774, November 26, 1917.—Approves Standard Maximum Mileage Freight Tariff C.R.C. No. 3 of the Elgin and Havelock Railway.

No. 26792, December 1, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Dunnville Consolidated Telephone Company, operating in the counties of Haldimand, Lincoln, Welland and Brant, Ont.

No. 26794, December 3, 1917, rescinding suspension Order No. 26035, of April 17, 1917.—Permits the filing of revised tariffs on hay and straw from Canada to the Eastern United States.

General Order No. 211, December 10, 1917.—Prescribes minimum loadings for lumber in closed cars in Eastern Canada.

No. 26821, December 13, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Laurentide Telephone Company, operating in the county of Ottawa, Que.

No. 26831, December 14, 1917.—Rescinds Order No. 26008 of April 12, 1917, requiring the Canadian Northern to publish joint lake and rail rates from Toronto to its western stations by steamer to Port Arthur.

No. 26838, December 17, 1917.—Approves Standard Maximum Passenger tariff C.R.C. No. 303 of the Northern Pacific Railway at 4 cents per mile between its stations in British Columbia.

No. 26858, December 19, 1917.—Requires the Canadian Northern Railway to charge certain joint rates on pulpwood from its Irondale Division to Campbellford, Ont., via G.T.R.

General Order No. 212, December 26, 1917.—Permits the railway companies to increase their Standard Maximum freight tariffs by 15 per cent; also their standard passenger tariffs (except in British Columbia) to the basis of 3.45 cents per mile.

No. 26875, December 29, 1917.—Approves standard parlor-car tariff of the Northern Pacific Railway, C.R.C. No. S. 3 on the basis of one-half cent per mile between its stations in British Columbia.

No. 26883, January 3, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Mayo & Blanche Rural Telephone Company, operating in the county of Labelle, Que.

No. 26898, January 7, 1918.—Prescribes express free collection and delivery limits at The Pas, Man.

General Order No. 214, January 10, 1918.—Approves standard maximum passenger tariffs of various railway companies on the basis permitted by General Order No. 213, *supra*.

No. 26899, January 11, 1918.—Approves standard maximum freight tariff C.R.C. No. 375 of the Northern Pacific Railway between its stations in British Columbia.

No. 26901, January 14, 1918.—Authorizes tolls to be charged at Cartier, Ont., for detention of western grain and grain products consigned to Cartier for reconsigning orders.

General Order No. 212, January 15, 1918.—Permits the railway companies to increase their special tolls for transportation 15 per cent, with specific modifications.

General Order No. 214-A, January 17, 1918.—Approves standard passenger tariffs of certain railway companies on the basis permitted by General Order No. 213, *supra*.

General Order No. 215, January 17, 1918.—Approves standard freight tariffs of various railway companies on the basis permitted by General Order No. 213, *supra*.

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No. 26916, January 17, 1918.—Prescribes express free collection and delivery limits at Timmins, Ont.

No. 26917, January 19, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Drummondville Telephone Company, operating in the counties of Drummond, Bagot and Yamaska, Que.

No. 26918, January 18, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Crown Hill Telephone Company, operating in the county of Simcoe, Ont.

No. 26919, January 18, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and La Compagnie Telephone Locale St. Georges de Windsor, operating in the counties of Richmond and Wolfe, Que.

No. 26924, January 22, 1918.—Permits appeal to the Supreme Court of Canada upon questions of law in connection with the judgment of the Board in the 15 per cent case (General Order 212, *supra*.)

No. 26925, January 22, 1918.—Approves standard maximum mileage tariff C.R.C. No. 40, of the Northern Express Company.

No. 26926, January 23, 1918.—Permits appeal to the Supreme Court of Canada upon questions of law in connection with General Order of the Board No. 213, *supra*.

No. 26927, January 23, 1918.—Approves a form of release from liability in respect of persons travelling in non-passenger cars on the Canadian Pacific, Canadian Northern, Grand Trunk and Grand Trunk Pacific Railways.

General Order No. 214-B, January 24, 1918.—Approves standard passenger tariffs of the Boston & Maine Railroad and Moncton & Buctouche Railway on the basis permitted by General Order No. 213, *supra*.

General Order 215-A, January 24, 1918.—Approves standard freight tariffs of the Moncton & Buctouche Railway and Quebec Railway Light & Power Company on the basis permitted by General Order No. 213, *supra*.

No. 26944, January 28, 1918.—Approves revised express free collection and delivery limits at Winnipeg, Man.

No. 26945, January 25, 1918.—Approves revised express free collection and delivery limits at Windsor, Ont.

No. 26946, January 29, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the corporation of the township of Tilbury East, operating in the county of Kent, Ontario.

No. 26951, January 29, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Ferry Road Telephone Company, operating in the counties of Lanark and Leeds, Ontario.

No. 26986, February 12, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Plum Hollow & Elvida Independent Telephone Company, operating in the county of Leeds, Ontario.

No. 26987, February 12, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the West Lake Telephone Company, operating in the district of Algoma, Ontario.

No. 26993, February 12, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the United Telephone Company, operating in the county of Middlesex, Ontario.

No. 26994, February 18, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the East Wakefield Telephone Company, operating in the county of Ottawa, Quebec.

No. 27019, February 21, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the corporation of the township of Euphrasia, operating in the county of Grey, Ontario.

No. 27025, February 23, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Nissouri Telephone Company, operating in the county of Oxford, Ontario.

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General Order No. 214-C, February 25, 1918.—Approves standard passenger tariffs of the Elgin & Havelock Railway and the Northern Pacific Railway on the basis permitted by General Order No. 213, *supra*.

General Order No. 215-B, February 25, 1918.—Approves standard freight tariffs of the Elgin & Havelock Railway, Essex Terminal Railway and Northern Pacific Railway on the basis permitted by General Order No. 213, *supra*.

No. 27928, February 25, 1918.—Approves a form of release from liability in respect of persons travelling in non-passenger cars on the Toronto, Hamilton & Buffalo Railway.

No. 27036, February 26, 1918.—Prescribes rates for the carriage of cream by express companies in British Columbia.

General Order No. 221, February 26, 1918.—Prescribes minimum carload weights for tan bark in Eastern Canada.

No. 27052, March 7, 1918.—Approves a form of release from liability in respect of persons travelling in non-passenger cars on the Kettle Valley Railway.

No. 27064, March 15, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Boat Lake Telephone Company, operating in the county of Bruce, Ontario.

No. 27068, March 16, 1918.—Prescribes carload rates on cut-glass jars and tumblers from Wallaceburg, Ont., to Toronto and Montreal.

No. 27081, March 21, 1918.—Prescribes reduced rates on coal from the Niagara Frontier to Preston, Hespeler and Guelph, Ont.

No. 27085, March 18, 1918.—Requires the Canadian Pacific Railway to extend the milling-in-transit arrangement to western grain milled at Montreal for destinations on or via the Intercolonial Railway.

No. 27096, March 22, 1918.—Disallows certain tariffs of the express companies by which they proposed to discontinue the free cartage of fish in carloads.

General Order No. 223, March 28, 1918.—Amends General Order No. 204 to permit the heavier loading of explosives in large capacity cars.

I have the honour to be, sir,

Your obedient servant,

J. HARDWELL.

Chief Traffic Officer.

SESSIONAL PAPER No. 20c

APPENDIX "C."

REPORT OF CHIEF OPERATING OFFICER, GEO. SPENCER.

July 25, 1918.

Dear Sir,—I have the honour to submit herewith, for the Boards Thirteenth Annual Report, a synopsis of the work performed by its Operating Department during the year ending March 31, 1918.

THE REPORTING AND INVESTIGATING OF ACCIDENTS ATTENDED BY PERSONAL INJURY OR LOSS OF LIFE.

During the year accidents to the number of 1726, covering 333 persons killed and 1,330 injured, were reported to the Board by the various railway companies under its jurisdiction. For particulars, attention is directed to statements 1, 3 and 4.

Out of the total of 1,726 accidents reported as above referred to, accidents to the number of 634 covering 223 persons killed and 892 injured, were enquired into.

Attention is directed to the fact that out of the total of 333 persons killed and 1,330 persons injured, there were trespassers to the number of 93 killed and 63 persons injured. In this respect reference is made to statement 12.

It will be observed by referring to statements 2, 5 and 6, which are comparative statements of the killed and injured, that there is a decrease of 50 persons killed, and, as regards injured persons, there is an increase of 137 as compared with last year.

The matter of highway crossing accidents, protection provided, etc., is set out in statements 3, 4, 7, 8, 9, 10, 11.

Regarding the more prominent accidents during the past five years, same are described in statement 14.

Statement 13 covers a ten-year period of all accidents to passengers, employees and others, comparatively.

INSPECTION OF SAFETY APPLIANCES ON FREIGHT CARS AND LOCOMOTIVES.

Details of the year's work are to be found in statements 15, 16, 17A and 17B.

INSPECTION OF MOTIVE POWER.

During the year 6,416 locomotives were inspected by this department. While a number of defects were reported same were promptly remedied following the inspections.

The monthly and annual inspection report forms for locomotives, numbering approximately 60,000 all told, have been carefully checked upon filing, and where defects were shown necessary action was taken.

LOCOMOTIVE DROPPING CROWN SHEET.

Under this heading it is gratifying to note the small number of persons injured, there being three (3) only employees injured. See second last heading on page 6 of statement 4. The three crown sheet failures were the result of low water, no contributing causes being found.

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INSPECTING OF PASSENGER EQUIPMENT, STATION BUILDINGS AND PREMISES.

The work under this heading is carried on by the inspectors while en route taking up various other matters and has to do with the feature of safety, cleanliness, accommodation, etc. Numerous matters have been brought to the attention of the proper officers with good results.

APPLICATIONS AND COMPLAINTS RE TRAIN AND STATION SERVICE.

A large part of the work of the department is the inquiring into applications and complaints in the matter of train and station service. These number several hundred and are to be found enumerated in an appendix prepared by the Secretary's Department.

It might not be amiss to point out that a great deal of work which would come under this heading was done in connection with the movement of the western grain crop and also in connection with the fuel situation in both Eastern and Western Canada. Difficulties in transportation were brought about very materially by extremely cold and stormy weather.

In conclusion it might be stated that in order to accomplish the work briefly outlined above, it has necessitated the travelling of approximately 350,000 miles by the staff of the department.

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STATEMENT No. 1.—Showing the Number of Passengers, Employees and other persons Killed and Injured on the various Railways in Canada, under the Board's jurisdiction, for the year ending March 31, 1918.

Name of Railway.	Passengers.		Employees.		Others.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk.....	1	97	36	449	68	83	105	629
Canadian Pacific.....	13	135	58	81	58	66	129	282
Grand Trunk Pacific.....		13	3	89	4	2	7	104
Canadian Northern.....	6	53	21	238	19	57	46	348
Michigan Central.....	1	4	9	167	12	13	22	184
Essex Terminals.....				3				3
Chatham, Wallaceburg and Lake Erie.....					1		1	
Central Vermont.....				1				1
Kettle Valley.....						4		4
Midland.....				2				2
Hamilton and Brantford.....					1	5	1	5
London and Port Stanley.....					1	1	1	1
Montreal and Southern Counties.....		20						20
Windsor, Essex and Lake Shore.....						6		6
New York Central.....		1		8		2		11
Quebec, Montreal and Southern.....	1			12			1	12
Thousand Islands.....					1		1	
Algoma Central and Hudson Bay.....			2			1	2	1
Oshawa.....				2				2
Pere Marquette.....			1	11	1	2	2	13
Wabash.....			1	25	2		3	25
Esquimalt and Nanaimo.....		1		8				9
Dominion Atlantic.....				3	2	1	2	4
Lake Erie and Northern.....		17		5	1		1	22
Hull Electric.....						3		3
Toronto, Hamilton and Buffalo.....		1	2	63		18	2	82
Great Northern.....			1		1	1	2	1
Vancouver, Victoria and Eastern.....			3	53	2	3	5	56
	22	342	137	1,220	174	268	333	1,830

STATEMENT No. 2.—A Comparative Statement of Killed and Injured between years ending March 31, 1917 and 1918.

	Passengers.		Employees.		Others.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.
Year ending March 31, 1917.....	16	280	155	1,174	212	239	383	1,693
Year ending March 31, 1918.....	22	342	137	1,220	174	268	333	1,830
Increase over 1917.....	6	62		46		29		137
Decrease over 1917.....			18		38		50	

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STATEMENT No. 3.—Statement showing separately the Number of Passengers. Employees and others Killed and Injured, and the nature of the Accidents, for the year ending March 31, 1918.

Character of Accidents.	Passengers.		Employees.		Others.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.
Derailment.....		175	16	62	3	5	19	242
Collision head-on.....	5	39	1	8			6	47
Collision rear-on.....	7	63	7	23			14	86
Collision in yard.....		7	9	33		18	9	58
Collision with cars standing foul of main line..				1		13		14
Collision with cars account open switch.....				7				7
Collision at level crossing.....		11				3		14
Public highway crossing protected by gates.....					6	15	6	15
Public highway crossing protected by bell.....					9	12	9	12
Public highway crossing protected by watchman..						5		5
Public highway crossing unprotected.....				2	52	117	52	119
Private crossing.....		1				1		2
Trespassing.....				6	93	58	93	64
Working on or under engine.....			1	114			1	114
Unclassified.....		18	7	273	5	8	12	299
Adjusting couplers, coupling and uncoupling.....			5	70			5	70
Working on track or bridge.....			2	101			2	101
Falling off handcar, motor or velocipede.....			1	23	1		2	23
Handcar, motor, velocipede struck by train.....			5	11			5	11
Crawling under cars.....				1				1
Crawling through cars over couplers.....			1	3			1	3
Caught while passing through cars between couplers			4	4	1		5	4
Cars standing foul.....				10				10
Struck by switch stand water spout, mail crane, etc.		1		13		1		15
Crushed between cars, buildings, lumber pile, platform, etc.....			1	12			1	12
Explosion of locomotive boiler.....				1				1
Falling off passenger train.....	3	11	1	2			4	13
Falling off tender while handling coal.....				3				3
Falling off tender while taking water.....				7				7
Working in shop.....			4	118			4	118
Riding on pilot of engine.....				4				4
Overhead bridge.....								
Repairing cars on repair track when moved by engine.....			2				2	
Falling off top of car while walking over train			6	23			6	23
Falling between cars going over top.....			1	2			1	2
Train parting and colliding.....			1	15			1	15
Jumping off train in motion.....	2	12	3	30	1	4	6	46
Attempt to board train in motion.....	5	4	8	20			13	21
Washout.....								
Bridge gave way or burnt.....								
Electrocuted.....			1				1	
Run down in yard by switch or other engine or moving car.....			41	48	2	2	43	50
Passing too close around end of string of cars				5				5
Caught in frog, guard rail or switch rod.....				4				4
Caught while throwing switch.....								
Falling off cars while climbing up and coming down side or end ladders.....			1	6		1	1	7
Falling off car while working hand brake.....			1	11			1	11
Asphyxiated in tunnel.....								
Handling freight.....			2	80			2	80
Loading and unloading O.C.S. material.....				32		1		33
Building and repairing.....				10				10
Working in coal chute.....			1	5			1	5
Cars moved while loading and unloading.....			1	5		3	1	8
Drawbridge open.....								
Repairing cars on running track when moved by engine.....			1	4			1	4
Locomotive dropping crown sheet of firebox.....				3				3
Coupling and uncoupling air hose.....			2	5	1	1	3	6
	22	342	137	1,220	171	268	333	1,830

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STATEMENT No. 4.—Statement showing the Character of Accidents sustained by the Persons Killed and Injured on the various Railways under the Jurisdiction of the Board for the year ending March 31, 1918.

Name of Railway.	Derailment.		Collision head-on.		Collision rear-end.		Collision in yard.		Collision with cars standing foul of main line.		Collision with cars account open switch.		Collision at level crossing.		Public highway crossing protected by gates.		Public highway crossing protected by bell.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk.....	8	34	4	54	2	7	2	7	7	3	3	11	3	5	12	3	6	2
Canadian Pacific.....	6	111	..	24	6	7	6	7	..	..	..	3	..	1	3	3	2	..
Grand Trunk Pacific.....	..	19	..	1	..	9	..	9	..	..	..	..	..	..	..	..	..	..
Canadian Northern.....	1	24	6	4	1	6	1	6	13	..	..	..	..	..	..	1	1	..
Michigan Central.....	2	4	..	..	..	16	..	16	1	..	..	..	..	..	..	2	3	..
Essex Terminal.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Chatham, Wallaceburg & L. E.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Central Vermont.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kettle Valley.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Midland.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hamilton and Brantford.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
London and Port Stanley.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Montreal and Southern Counties.....	..	20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Windsor, Essex and Lake Shore.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
New York Central.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Quebec, Montreal and Southern.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Thousand Islands.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Algoma Central and Hudson Bay.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Oshawa.....	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pere Marquette.....	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wabash.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Esquimaux and Nanaimo.....	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Dominion Atlantic.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Lake Erie and Northern.....	..	20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hull Electric.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Toronto, Hamilton and Buffalo.....	..	..	..	..	1	13	..	..	..	..	..	..	..	..	..	..	..	..
Great Northern.....
Vancouver, Victoria and Eastern.....	2	7
	19	242	6	47	14	86	9	58	14	7	..	14	..	6	15	9	12	..

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STATEMENT No. 1 Continued.

	Public highway crossing protected by watchman		Public highway crossing unprotected		Private crossing		Tress passing		Working on or under engine		Unclassified		Adjusting couplers, coupling and uncoupling		Working on track or bridges		Falling off, hand car, motor, or velocipede		Hand car, motor, velocipede struck by train	
	L.	K.	L.	K.	L.	K.	L.	K.	L.	K.	L.	K.	L.	K.	L.	K.	L.	K.	L.	K.
Grand Trunk	1	24	30	1	32	20	47	6	119	1	32	1	32	1	32	1	11	3	1	1
Canadian Pacific	1	11	35	1	38	23	5	2	7	1	8	1	1	1	1	1	3	3		
Grand Trunk Pacific		2			1		4	2	29		7	1	1	1	1	1	1	1		
Canadian Northern		6	24		11	13	11	2	63		14	1	14	1	22	1	3	1	5	1
Michigan Central	1	1	8		6	1	17	1	51		1		6		17	1	1	1		
Essex Terminal							3													
Chatham, Wallaceburg and L. E.																				
Central Vermont																				
Kettle Valley																				
Midland																				
Hamilton and Brantford																				
London & Port Stanley																				
Montreal and Southern Counties																				
Windsor, Essex and Lake Shore																				
New York Central																				
Quebec, Montreal and Southern																				
Thousand Islands																				
Algoma Central and Hudson Bay																				
Oshawa																				
Pere Marquette																				
Wabash																				
Esquimaux and Nanaimo																				
Dominion Atlantic																				
Lake Erie and Northern																				
Hull Electric																				
Toronto, Hamilton and Buffalo																				
Great Northern																				
Vancouver, Victoria and Eastern																				
	5	52	119	2	93	64	114	12	99	5	70	2	101	2	23	5	11			

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STATEMENT No. 4—Continued.

Name of Railway.	Crawling under cars.		Crawling through cars over couplers.		Caught while passing between cars couplers.		Cars standing foul.		Struck by switch stand, water spout, mail crane, etc.		Crushed between cars, buildings, lumber piles, etc.		Explosion of locomotive boiler.		Falling off passenger train.		Falling off tender while handling coal.	
	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.
Grand Trunk																		
Canadian Pacific																		
Grand Trunk Pacific																		
Canadian Northern																		
Michigan Central																		
Essex Terminal																		
Chatham, Wallaceburg and L. E.																		
Central Vermont																		
Kettle Valley																		
Midland																		
Hamilton and Brantford																		
London and Port Stanley																		
Montreal and Southern Counties																		
Windsor, Essex and Lake Shore																		
New York Central																		
Quebec, Montreal and Southern																		
Thousand Islands																		
Algoma Central and Hudson Bay																		
Oshawa																		
Pere Marquette																		
Wabash																		
Esquimaux and Nanaimo																		
Dominion Atlantic																		
Lake Erie and Northern																		
Hull Electric																		
Toronto, Hamilton and Buffalo																		
Great Northern																		
Vancouver, Victoria and E.																		
	1		3	5	4		10		15		1	12			4	13		3

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STATEMENT No. 1 Continued.

Name of Railway.	Falling off ten feet while taking water.		Working in shop.		Riding on pilot engine.		Overhead bridge.		Repairing cars on repair track when moved by engine.		Falling off top of car while walking over train.		Falling between cars going over top.		Train parting and colliding.		Jumping off train in motion.		Attempt to board train in motion.	
	K.	L.	K.	L.	K.	L.	K.	L.	K.	L.	K.	L.	K.	L.	K.	L.	K.	L.	K.	L.
Grand Trunk	2	1	39	3	..	..	..	..	..	..	2	8	..	..	1	5	14	1	6	1
Canadian Pacific .....	..	..	2	1	..	..	..	..	..	..	3	1	..	..	..	6	10	5	..	..
Grand Trunk Pacific	2	..	18	..	..	..	..	..	1	..	..	..	..	..	..	2	2	..	..	..
Canadian Northern .....	..	..	33	..	..	..	..	..	..	..	5	2	..	..	..	3	9	1	7	..
Michigan Central	1	..	9	..	..	..	..	..	..	..	3	..	1	..	6	3	1	2	..	..
Essex Terminal .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Chatham, Wallaceburg and L. E. ....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Central Vermont .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kettle Valley .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Midland .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hamilton & Brantford .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
London and Port Stanley .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Montreal and Southern Counties .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Windsor, Essex and Lake Shore .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
New York Central .....	..	..	..	..	..	..	..	..	..	..	..	2	..	..	1	..	4	..	..	..
Quebec, Montreal and Southern .....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..
Thousand Islands .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Algoma Central and Hudson Bay .....	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..
Oshawa .....	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pere Marquette .....	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wabash	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..
Esquimaux and Nanaimo .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..
Dominion Atlantic .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..
Lake Erie and Northern .....	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hull Electric .....	..	..	9	..	..	..	..	..	..	..	1	1	..	..	..	4	..	2	..	..
Toronto, Hamilton and Buffalo .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Great Northern	1	..	4	1
Vancouver, Victoria and Eastern	7	4	118	4	2	..	6	23	1	2	1	15	6	13	21	..

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STATEMENT No. 4—Continued.

Name of Railway.	Washout.		Bridge gave way or burnt.		Electro-cuted.		Run down by switch or other engine or moving cars.		Passing too close around end of string of cars.		Caught in frog, guard rail, or switch rod.		Caught while throwing switch.		Falling off cars while climbing up and coming down side or end ladders.		Falling off cars while working hand brakes.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk.....							11	14			2			3				5
Canadian Pacific.....							20	19									1	1
Grand Trunk Pacific.....					1		1	2										1
Canadian Northern.....							5	9			2		1				1	2
Michigan Central.....							4	5			1							
Essex Terminal.....																		
Chatham, Wallaceburg and Lake Erie.....							1											
Central Vermont.....																		
Kettle Valley.....																		
Midland.....																		
Hamilton and Brantford.....																		
London and Port Stanley.....																		
Montreal and Southern Counties.....																		
Windsor, Essex and Lake Shore.....																		
New York Central.....																		
Quebec, Montreal and Southern.....																		
Thousand Islands.....																		
Algoma Central and Hudson Bay.....																		1
Pere Marquette.....																		
Wabash.....																		
Esquimaux and Nanaimo.....																		
Dominion Atlantic.....																		
Lake Erie and Northern.....																		1
Hull Electric.....																		
Toronto, Hamilton and Buffalo.....																		
Great Northern.....																		
Vancouver, Victoria and Eastern.....																		
Oshawa.....					1		43	50				5		4		7	1	11

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STATEMENT, No. 4. *Continued.*

Name of Railway.	Asphyxiated in tunnel.	Hand-lung freight.	Loaders and unloading O.C.S. material.	Building and repairing.	Working in real chute.	Cars moved while loading and unloading.	Draw-bridge open.	Repairing cars on running track when moved by engine.	Locomotive dropping crown-sheet of firebox.	Coupling and uncoupling air hose.	Total.
	L. K.	L. K.	L. K.	L. K.	L. K.	L. K.	L. K.	L. K.	L. K.	L. K.	L. K.
Grand Trunk		45	16	1	1	1		2		1	629
Canadian Pacific	1	1				1		1		1	282
Grand Trunk Pacific		2	3	3	1	1					101
Canadian Northern		13	7	2	1			1	1	1	318
Michigan Central		6	3		2				1	1	184
Essex Terminal											3
Chatham, Wallace and Lake Erie											1
Central Vermont											1
Kettle Valley											4
Midland											213
Hamilton and Brantford											1
London and Port Stanley											1
Montreal and Southern Counties											20
Windsor, Essex and Lake Shore											6
New York Central											11
Quebec, Montreal and Southern		2									12
Thousand Islands											1
Algonia Central and Hudson Bay											1
Oshawa											2
Peterborough								1			13
Peterborough											3
Wabash											9
Esquimaux and Nanaimo											1
Dominion Atlantic											1
Lake Erie and Northern											213
Hull Electric											8
Toronto, Hamilton and Buffalo		5									1
Great Northern	1	3	3	1							213
Vancouver, Victoria and Eastern	2	80	33	10	1	5		1		6	1,830

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STATEMENT No. 5.—Comparative Statement in totals of Killed and Injured between years ending March 31, 1917 and 1918, separately for each and every year.

Character of Accidents.	1917.		1918.		1918.			
					Increase.		Decrease.	
	K.	I.	K.	I.	K.	I.	K.	I.
Derailment	10	234	19	242	9	8		
Collision head-on.....	6	15	6	47		2		
Collision rear-end.....	16	42	14	86		44	2	
Collision in yard.....	3	13	9	58	6	45		
Collision with cars standing foul of main line	2	5		14		9	2	
Collision with cars account open switch		15		7				8
Collision at level crossing.....	2	22		14			2	8
Public highway crossing protected by gates.....	10	15	6	15			4	
Public highway crossing protected by bell.....	4	10	9	12	5	2		
Public highway crossing protected by watchman.....	1	13		5			1	8
Public highway crossing unprotected	45	98	52	119	7	21		
Private crossing.....				2		2		
Trespassing.....	129	79	93	64			36	15
Working on or under engine	7	118	1	114			6	4
Unclassified.....	16	272	12	299		27	4	
Adjusting couplers, coupling and uncoupling	5	53	5	70		17		
Working on track or bridge	3	92	2	101		9	1	
Falling off hand car, motor or velocipede	4	32	2	23			2	9
Hand car, motor, or velocipede struck by train.....	6	7	5	11		4	1	
Crawling under cars.....		1		1				
Crawling through cars over couplers		7	1	3				4
Caught while passing through cars between couplers	1		5	4	4	4		
Cars standing foul.....		6		10		4		
Struck by switch stand, water spout, mail crane, etc.	1	19		15			1	4
Crushed between cars, building, lumber piles, etc.	1	17	1	12				5
Explosion of locomotive boiler				1		1		
Falling off passenger train	4	13	4	13				
Falling off tender while handling coal		6		3				3
Falling off tender while taking water	1	7		7			1	
Working in shop.....	1	116	4	118	3	2		
Riding on pilot of engine.....	1	3		4		1	1	
Overhead bridge.....		2						2
Repairing cars on repair track when moved by engine.....		3	2		2			3
Falling off top of car while walking over train	4	21	6	23	2	2		
Falling between cars going over top	2	4	1	2			1	2
Train parting and colliding	2	9	1	15		6	1	
Jumping off train in motion	12	53	6	46			6	7
Attempt to board train in motion	4	30	13	24	9			6
Washout.....	2	1					2	1
Bridge gave way or burnt.....								
Electrocuted.....			1		1			
Run down in yard by switch or other engines or moving cars.....	63	56	43	70			20	6
Passing too close around end of string of cars.....	1						1	
Caught in frog, guard rail or switch rod	2	3		5		2	2	
Caught while throwing switch		2		4		2		
Falling off cars while climbing up and coming down side of end ladders	2	15	1	7			1	8
Falling off car while working hand brake	1	7	1	11		4		
Asphyxiated in tunnel.....								
Handling freight	4	50	2	80		30	2	
Loading and unloading O.C.S. material		39		33				6
Building and repairing.....		10		10				
Working in coal chute.....	3	16	1	5			2	11
Cars moved while loading and unloading.....		7	1	8	1	1		
Drawbridge open								
Repairing cars on running track when moved by engine	2	3	1	4		1	1	
Locomotive dropping crown sheet of firebox		2		3		1		
Coupling and uncoupling air hose			3	6	3	6		
	383	1,693	373	1,830	53	257	103	120
	333			1,693		120	53	
Decrease	50					137		
Increase				137			50	

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STATEMENT No. 6.—Comparative Statement in totals of Killed and Injured between year ending March 31, 1917 and March 31, 1918, for each railway separately.

Name of Railway.	1917.		1918.		1918.			
					Increase.		Decrease.	
	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	114	549	105	629		80	9	
Canadian Pacific	161	325	129	282			32	43
Grand Trunk Pacific	12	52	7	104		52	5	
Canadian Northern	35	318	46	348	11	30		
Michigan Central	17	213	22	184	5			29
Essex Terminal				3		3		
Chatham, Wallaceburg and Lake Erie			1		1			
Central Vermont				1		1		
Kettle Valley				4		4		
Midland		1		2		1		
Hamilton and Brantford			1	5	1	5		
London and Port Stanley	1		1	1		1		
Montreal and Southern Counties	2	5		20		15	2	
Windsor, Essex and Lake Shore				6		6		
New York Central	2	9		11		2	2	
Quebec, Montreal and Southern		7	1	12	1	5		
Thousand Islands			1		1			
Algoma Central and Hudson Bay	1	4	2	1	1			3
Oshawa				2		2		
Pere Marquette	5	31	2	13			3	18
Wabash	6	35	3	25			3	10
Esquimaux and Nanaimo		2		9		7		
Dominion Atlantic	3	4	2	4			1	
Lake Erie and Northern		8	1	22	1	14		
Hull Electric	1	3		3			1	
Toronto, Hamilton and Buffalo	5	59	2	82		23	3	
Great Northern			2	1	2	1		
Vancouver, Victoria and Eastern	2	43	5	56	3	13		
Niagara, St. Catharines and Toronto	7	1					7	1
Winnipeg Joint Terminals	2	1					2	1
Temiscouata		1						1
Hamilton Radial Electric		1						1
Algoma Eastern	1						1	
Red Mountain		1						1
Quebec Railway Light and Power	1						1	
Vancouver and Lulu Island	1						1	
Ottawa and New York		1						1
London and Lake Erie	1						1	
Boston and Maine	3	6					3	6
Halifax and Southwestern		13						13
	383	1,693	333	1,830	27	265	77	128
	333			1,693		128	27	
Decrease	50						50	
Increase				137		137		

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STATEMENT No. 7.—Statement showing the Number of Highway Crossing Accidents, with the total Number of Killed and Injured, by Provinces and Railways, for the year ending March 31, 1918.

Name of Railway.	Ontario.			Quebec.			New Brunswick.			Nova Scotia.			Manitoba.			British Columbia.			Saskatchewan.			Alberta.			Total.		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.
Grand Trunk.....	43	26	44	10	6	6																			53	32	50
Canadian Pacific.....	11	6	15	12	6	11		2																	37	15	41
Canadian Northern.....	4	1	8	6	5	7		1																	18	7	22
Grand Trunk Pacific.....													1	3	1	2									1	2	
Michigan Central.....	12	6	12																						12	6	12
Central Vermont.....																									1		1
Kettle Valley.....																									1		1
Hamilton and Brantford.....	1	1	5																						1	1	5
Windsor, Essex and L. S.....	1		6																						1		6
New York Central.....				1		1																			1		1
Pere Marquette.....	1		1																						1	1	1
Thousand Islands.....	1	1																							1	1	1
Wabash.....	1	1																							1	1	1
Lake Erie and Northern.....	2		4																						2		4
Vancouver, Victoria and Eastern.....	77	42	95	30	17	26		2	1	2	1		4	2	2	3	1	8	10	3	10	5	6		3	1	3
																									134	66	150

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STATEMENT No. 8. Statement showing Highway Crossings at which Protection provided, and Nature of Protection, during year ending March 31, 1918.

Order No.	Date No.	Location of Crossing.	Railway.	Nature of Protection.
26763 2	26031	Elizabethtown, Ont., Lynn Road, west of Brockville.	G. T. R.	Subway.
26765 17	26031	Canby, Ont., Queen Street	C. P. R.	Automatic electric bell.
26765 19	26105	Weston, Ont., Dufferin Street	C. P. R., A. and G. T. R.	Automatic electric bell.
26765 25	26110	Casselman, Ont., Sealey Street	G. T. R.	Automatic electric bell.
Case 4766	26159	Charneyville, Ont., London Road and Victoria Street	G. T. R.	Automatic electric bell.
26767 17	26226	Red Deer, Alta., first crossing south of station	C. P. R.	Speed limitation of 15 miles per hour.
26781 1	26252	Cowansville, Ont., crossing near	G. T. R.	Automatic electric bell.
26785 28	26252	Brantford, Ont., Clarence and Market Streets	G. T. R.	Speed limitation of 8 miles per hour.
8199	26258	Township of Moulton, Ont., Yorks Road	G. T. R.	Automatic electric bell.
26785 3	26303	Woodstock, Ont., Riddell Street	G. T. R.	Automatic electric bell.
26785 35	26307	Dragon, Que., Crossing immediately east of station	C. P. R.	Automatic electric bell.
27136 12	26321	Burnaby, B. C., mile-age 150	A. V. & E.	Removal of scrub at West end.
27186 1	26325	Outremont, Que., Rockland Ave.	C. P. R.	Gates.
27186 19	26325	Parrish of St. Romuald de Farnham, Que., crossing near	C. P. R.	Automatic electric bell.
27186 11	26392	Mission, B. C., Horne Avenue	C. P. R.	Cars not to be allowed standing within 125 feet of the centre of street
13725 157	26392	London, Ont., Burwell, Adelaide and Rectory Street	G. T. R.	Gates.
9437 1281	26397	Ellsbourg, Ont., immediately west	G. T. R.	Automatic electric bell.
26765 29	26397	Port Colborne, Ont., town line crossing	G. T. R.	Speed limitation of 10 miles per hour
26765 40	26397	Buckingham, crossing west of	C. P. R.	Automatic electric bell.
26765 13	26398	Woodbridge, Ont., Humber Summit crossing	C. P. R.	Removal of scrub.
26765 13	26398	Pontiac, B. C., Winnipeg Street	K. V. R.	Speed limitation of 4 miles per hour
28037 1	26399	Brockville, Ont., east leg of wye	C. P. R. and C. N. R.	Speed limitation of 6 miles per hour and removal of trees at east and west legs of wye.
26765 41	26397	Vars, Ont., first crossing west	G. T. R.	Automatic electric bell.
15836 5	26740	Montreal, Que., Darling Street	C. N. R.	Gates.
15836 3	26741	Montreal, Que., Davidson Street	C. N. R.	Gates.
15836 4	26742	Montreal, Que., Chamblay Street	C. N. R.	Gates.
21713	26798	Walkerville, Ont., Devonshire Road.	G. T. R. and P. M. R.	Gates.
26765 32	26805	Walkerville, Ont., Walker Road	G. T. R. and P. M. R.	Gates.
26765 37	26825	Bancroft, Ont., Bridge Street	C. N. R.	Speed limitation of 10 miles per hour.
27929 2	26850	Kingsville, Ont., Lansdowne Avenue	P. M. R.	Speed limitation of 10 miles per hour.
27401 2	26857	McAdam Yard, N. B., crossing in yard	C. P. R.	Automatic electric bell.
26765 61	26859	Twp. of London, Ont., Hyde Park Crossing	G. T. R.	Speed limitation of 10 miles per hour.

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17814	26878	Montreal, Que., St. Philippe, Convent, St. Anbroise, St. Ferdinand and Ste. Marguerite Streets.....	G. T. R.	Gates.
9437-70	26880	Maisonneuve, Que., Orleans Street.....	C. N. R.	Gates.
9437-1100	26891	Twp. Hawkesbury, M. P. 20, Paquette's Crossing.....	G. T. R.	Speed limitation of 10 miles per hour.
4000-2	26903	Holland Landing, Ont., immediately south of station.....	G. T. R.	Speed limitation of 10 miles per hour.
10521	26911	Ste. Therese, Que., Sanche Street.....	C. P. R.	Gates.
16589-1	26937	St. Stanislas, Que., Main Street.....	N. Y. C.	Automatic electric bell.
9437-397	26942	Komoka, Ont., Main Street.....	G. T. R.	Automatic electric bell.
26765-37	26948	Brome, Que., First public crossing south.....	C. P. R.	Speed limitation of 10 miles per hour.
7156-17	27063	Port Credit, Ont., Toronto Street.....	G. T. R.	Train movements flagged over crossing.
7270-3	27057	Lacombe, Alta., First public crossing south.....	C. P. R.	Special limitation of 10 miles per hour.
26765-30				
27156-22				
26765-66				
27811-3				

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STATEMENT No. 9.—Statement showing the number of Highway Crossings at which Protection has been ordered by the Board, and nature of Protection set out by Provinces, for the year ending March 31, 1918.

Nature of Protection.	Nova Scotia.	New Brunswick	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Total.
Gates.....			11	8					19
Bell.....		1	4	9					14
Watchman.....									
Subway.....				1					1
Speed limitation.....			1	9			2	1	13
Trains to be flagged.....				1					1
Removal of scrub and trees.....				1				1	2
Cars to be kept clear specified distance.....								1	1
		1	16	29			2	3	51

STATEMENT No. 10.—Statement showing number of Persons killed and injured at public highway crossings, separately for each year, for five years ending March 31, 1918.

	Gates.		Bell.		Watchman.		Unprotected		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
1914.....	10	13	1	6	6	12	44	84	61	115
1915.....	6	10	2	7	2	5	37	68	47	90
1916.....	3	4	9	8	2	5	31	57	45	74
1917.....	10	15	4	10	1	13	45	98	60	136
1918.....	6	15	9	12		5	52	119	67	151
	35	57	25	43	11	40	209	426	280	566

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STATEMENT No. 11.—Statement showing the number of Highway-crossing Accidents, the nature of same, for each and every year separately, for the five years ending March 31, 1918.

	Gates.						Watchman.						Bell.						Unprotected.						Total.						
	1914	1915	1916	1917	1918	Total	1914	1915	1916	1917	1918	Total	1914	1915	1916	1917	1918	Total	1914	1915	1916	1917	1918	Total	1914	1915	1916	1917	1918	Total	
Automobile...	2	2		2	1	7		1	1	2	1	3	8	1	1	2	4	5	13	13	9	11	29	45	107	17	13	15	36	54	135
Horse and rig.	5	2	1	2	1	11		3	2	1	4	3	13	5	3	7	7	3	25	54	59	49	45	43	250	67	66	58	58	50	299
Pedestrian...	14	11	6	12	9	52		7	1	3	1	13	13	3	3	2	4	4	16	23	20	17	25	21	106	47	35	28	42	35	187
	21	15	7	16	11	70		11	4	6	6	7	34	9	7	11	15	12	54	90	88	77	99	109	463	131	114	101	136	139	621

The total of 621 accidents covers 280 persons killed and 566 persons injured as referred to in the preceding statement.

STATEMENT No. 12.—Statement showing the number of Trespassers Killed and Injured, by Provinces and Railways, for the year ending March 31, 1918.

	Ontario			Quebec			British Columbia		Alberta		Saskatchewan		Manitoba		New Brunswick		Nova Scotia		Total	
	K.	L.	T.	K.	L.	T.	K.	L.	K.	L.	K.	L.	K.	L.	K.	L.	K.	L.	K.	L.
Grand Trunk	23	14	9	6	7	3	3	2	5	3	3	2	1	1	1	1	1	1	32	20
Canadian Pacific	19	10	6	6	7	3	3	2	5	3	3	2	1	1	1	1	1	1	38	23
Canadian Northern	2	3	5	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	11	13
Grand Trunk Pacific																			1	1
Michigan Central	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	1
Quebec Montreal and Southern																			1	1
Pere Marquette	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Wabash	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Dominion Atlantic																			1	1
Hull Electric																			1	3
Great Northern																			1	1
Vancouver Victoria and Eastern																			1	1
	52	29	20	20	20	3	5	2	5	4	6	3	2	2	1	1	2	2	93	63

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STATEMENT No. 13.—Statement showing the Number of Persons Killed and Injured on the various Railways under the Jurisdiction of the Board, from April 1, 1919, until March 31, 1918, classified under three headings, and shown separately for each and every year.

Year.	Passengers.		Employees.		Others.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.
1909.....	26	227	191	769	231	205	448	1,201
1910.....	51	211	194	745	211	167	456	1,123
1911.....	24	132	263	788	207	199	494	1,119
1912.....	28	292	230	1,381	231	238	489	1,911
1913.....	21	410	303	1,603	1,319	218	643	2,231
1914.....	31	339	249	1,250	314	310	594	1,899
1915.....	8	239	99	873	230	251	327	1,363
1916.....	17	140	120	788	200	197	337	1,125
1917.....	16	280	155	1,174	212	239	383	1,693
1918.....	22	342	137	1,220	174	268	333	1,830
	246	2,612	1,941	10,591	3,329	2,292	4,514	15,495

STATEMENT No. 14.—Statement showing the Number of Persons Killed and Injured in the more prominent Accidents on the various Railways under the Jurisdiction of the Board, shown separately for each year, for the five years ending March 31, 1918.

Nature of Accident.	1914.		1915.		1916.		1917.		1918.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Derailment.....	39	257	7	82	6	55	10	234	19	242	81	870
Collision head-on.....	7	29	2	46	4	5	6	45	6	47	25	172
Collision rear-end.....	14	23	7	49	11	76	16	42	14	86	62	276
Collision in yard.....	18	55	3	54	26	31	3	13	9	58	59	211
Collision with cars open switch.....	5	17	.....	4	.....	3	.....	15	.....	7	5	46
Collision with cars foul main line.....	.....	8	.....	2	1	.....	2	5	.....	14	3	29
Collision at level crossing.....	1	39	2	22	.....	1	2	22	.....	14	5	98
Highway crossing protected.....	17	31	10	22	14	17	15	38	15	32	71	140
Highway crossing unprotected.....	44	84	37	68	31	57	45	98	52	119	209	426
Adjusting couplers uncoupling etc.....	11	60	7	38	5	39	5	53	5	70	33	260
Trespassing.....	238	164	170	126	143	102	129	79	93	64	773	535
Handcar motor struck by train.....	10	13	5	9	5	3	6	7	5	11	31	43
Struck by switch stand etc.....	4	21	1	8	2	6	1	19	.....	15	8	69
Caught between cars and buildings.....	4	7	.....	9	2	8	1	17	1	12	8	53
Falling off passenger train.....	6	17	3	11	1	12	4	13	4	13	18	66
Falling off car walking over train.....	4	41	4	22	5	22	4	21	6	23	23	129
Falling between cars walking over train.....	2	5	2	3	.....	3	2	4	1	2	7	17
Getting off train in motion.....	7	55	3	45	11	38	12	53	6	46	39	237
Attempt to board train in motion.....	8	47	2	29	8	22	4	30	13	24	35	152
Run down by engine or cars.....	56	64	33	41	27	42	63	56	43	50	222	253
Locomotive dropped crown sheet.....	2	4	3	2	3	2	12
	497	1,041	298	693	302	542	330	866	292	952	1,719	4,094

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STATEMENT No. 15.—Statement showing number of cars inspected for year ending March 31, 1914, together with defects noted.
STATEMENT No. 15 *Continued.*

Name of Railway.	Cars inspected	Cars defective	Per cent defective	Grand total defects	Couplers and parts	Per cent defective	Accoupling mechanism	Per cent defective	Hand-holds	Per cent defective	Air brakes	Per cent defective
Canadian Pacific.....	21,597	1,005	4.60	1,112	17	1.53	170	15.29	49	4.46	676	60.70
Grand Trunk.....	16,769	784	4.67	911	20	2.49	143	15.70	26	2.85	597	65.53
Canadian Northern.....	5,097	308	6.04	449	13	2.80	101	22.49	36	8.02	214	47.66
Grand Trunk Pacific.....	1,465	65	4.44	56	1	1.51	19	28.79	11	16.67	18	27.27
Pere Marquette.....	1,085	45	4.15	50	1	2	2	4.00	2	3.92	45	30.00
Toronto Hamilton & Buffalo.....	1,097	47	4.29	51	1	1.06	3	15.69	2	3.92	34	66.67
Michigan Central.....	3,012	80	2.72	85	1	.....	3	3.53	5	5.88	62	72.91
Dominion Atlantic.....	580	52	9.07	71	.....	.....	9	12.67	.....	.....	30	42.55
Algoma Eastern.....	75	15	20.00	16	.....	.....	4	25.00	2	9.50	11	68.75
Algoma Central.....	370	16	4.35	21	.....	.....	6	28.57	.....	.....	10	47.62
Halifax and Southwestern.....	68	15	22.06	23	.....	.....	4	17.39	11	47.83	5	21.71
Chatham Wallaceburg & L.E.....	9	7	77.78	12	1	8.33	1	8.33	1	8.33	8	66.67
	52,224	2,499	4.79	2,867	51	1.89	470	16.39	158	5.51	1,710	59.99

Name of Railway.	Ladders, cent	Per defective	Sill stops	Per cent defective	Height of couplers	Per cent defective	Miscellaneous	Per cent defective
Canadian Pacific.....	46	4.14	77	6.01	2	0.18	75	6.74
Grand Trunk.....	22	2.41	35	3.84	3	0.33	65	7.14
Canadian Northern.....	20	4.45	29	6.46	.....	.....	36	8.02
Grand Trunk Pacific.....	.....	.....	1	1.51	.....	.....	16	24.24
Pere Marquette.....	.....	.....	.....	.....	.....	.....	2	4.00
Toronto Hamilton and Buffalo.....	1	1.96	2	3.92	1	1.06	2	3.92
Michigan Central.....	6	7.06	3	3.53	.....	.....	6	7.06
Dominion Atlantic.....	1	1.41	7	9.86	.....	.....	9	12.68
Algoma Eastern.....	.....	.....	.....	.....	.....	.....	1	4.76
Algoma Central.....	.....	.....	.....	.....	.....	.....	1	4.35
Halifax and Southwestern.....	1	4.35	1	8.33
Chatham Wallaceburg and Lake Erie.....	97	3.38	158	5.51	6	0.21	214	7.46

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STATEMENT No. 16.—Statement showing defective Safety Appliances on Freight Cars as reported by the Inspectors for year ending March 31, 1918.

COUPLERS AND PARTS.

Coupler body broken.....	
Coupler body worn.....	
Guard arm short.....	
Knuckle broken.....	
Knuckle worn.....	1
Knuckle missing.....	6
Knuckle pin broken.....	
Knuckle pin wrong.....	1
Knuckle pin bent.....	
Knuckle pin missing.....	4
Lock block broken.....	3
Lock block worn.....	
Lock block wrong.....	
Lock block bent.....	
Lock block inoperative.....	
Lock block missing.....	8
Lock block key missing.....	
Lock block trigger missing.....	
Total.....	5

UNCOUPLING MECHANISM.

Uncoupling lever broken.....	26
Uncoupling lever wrong.....	3
Uncoupling lever bent.....	28
Uncoupling lever incorrectly applied.....	3
Uncoupling lever missing.....	74
Uncoupling chain broken.....	279
Uncoupling chain too long.....	3
Uncoupling chain too short.....	
Uncoupling chain kinked.....	
Uncoupling chain missing.....	49
End casting broken.....	1
End casting wrong.....	
End casting bent.....	
End casting loose.....	
End casting incorrectly applied.....	
End casting missing.....	
Keeper broken.....	
Keeper wrong.....	
Keeper bent.....	
Keeper loose.....	
Keeper incorrectly applied.....	
Keeper missing.....	
Angle clip loose.....	4
Total.....	470

fifw

HANDHOLDS.

Handhold broken.....	14
Handhold bent.....	94
Handhold loose.....	10
Handhold incorrectly applied.....	
Handhold missing.....	40
Total.....	158

fifw

HEIGHT OF COUPLERS.

Coupler too high.....	
Coupler too low.....	4
Carrier Iron loose.....	2
Total.....	6

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STATEMENT No. 16—*Continued.*

AIR BRAKES.

Triple Valve defective.....	
Triple Valve missing.....	
Reservoir defective.....	
Reservoir loose.....	
Cylinder defective.....	12
Cylinder loose.....	62
Cylinder and triple valve not cleaned within 12 months.....	10
Cylinder and triple valve not stencilled with date cleaning.....	
Cut out cock defective.....	44
Release cock defective.....	
Release cock missing.....	
Release rod broken.....	71
Release rod missing.....	22
Angle cock defective.....	104
Angle cock missing.....	3
Train pipe broken.....	28
Train pipe loose.....	43
Train pipe bracket missing.....	12
Cross-over pipe defective.....	14
Hose defective.....	1
Hose missing.....	51
Hose casket missing.....	75
Retaining valve defective.....	10
Retaining valve missing.....	
Retaining pipe defective.....	91
Retaining pipe missing.....	1
Brake rigging defective.....	80
Brake cut out.....	951
Brake cut out; card old.....	7
No brakes of any kind.....	18
Pump missing.....	
Total.....	1,710

LADDERS.

Ladder round broken.....	13
Ladder round bent.....	70
Ladder round loose.....	9
Ladder round missing.....	2
Ladder loose.....	2
Ladder incorrectly applied.....	1
Total.....	97

SILL STEPS.

Sill step broken.....	15
Sill step bent.....	127
Sill step loose.....	5
Sill step incorrectly applied.....	
Sill step missing.....	11
Total.....	158

MISCELLANEOUS.

Total.....	214
Grand total.....	2,867

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STATEMENT No. 17-A.—Statement of defects on Freight Cars, shown separately for each year, for five years ending March 31, 1918.

	1914	1915	1916	1917	1918	Total.
Couplers and parts.....	336	166	100	100	54	756
Uncoupling mechanism.....	1,606	886	551	548	470	4,061
Handholds.....	241	182	340	291	158	1,212
Air brakes.....	5,935	4,181	3,127	1,887	1,710	16,840
Ladders.....	647	417	151	99	97	1,411
Sill steps.....	485	301	213	195	158	1,352
Height of couplers.....	21		4	4	6	35
Micellaneous.....	1,511	876	565	371	214	3,537
Grand total.....	10,782	7,009	5,051	3,495	2,867	28,204

STATEMENT No. 17-B.—Statement of cars inspected and defective, shown separately for each year, for five years ending March 31, 1918.

	1914	1915	1916	1917	1918	Total
Cars inspected.....	110,407	105,485	77,491	58,073	52,224	402,680
Cars defective.....	9,989	6,578	4,541	2,957	2,499	26,564
Percentage defective.....	9.05	6.24	5.86	5.09	4.79	6.59

APPENDIX "D."

REPORT OF THE CHIEF FIRE INSPECTOR, CLYDE LEAVITT.

MARCH 31, 1918.

A. D. CARTWRIGHT, Esq.,

Secretary, Board of Railway Commissioners,
Ottawa, Ontario.

SIR.—Herewith I beg to submit, for the thirteenth annual report of the Board, the report of the Fire Inspection Department for year ending March 31, 1918.

The work of this department is more or less directly concerned with all of the 32,524 miles of railway lines in Canada subject to the Board's jurisdiction. Of this, 11,757 miles, or 36 per cent, is classified as forest sections, requiring the adoption of special patrol or other fire protective measures indicated in General Order No. 107. There are 12,228 miles, or 37 per cent of the total, in prairie sections, in the three prairie provinces, subject primarily to the Board's fire guard requirements. Of lines in settled districts, or non-forested lands, apart from the foregoing, there are 9,014 miles, or 27 per cent; here the special requirements are at a minimum, due to the relatively low fire hazard which exists.

ORGANIZATION.

During the past year, seventy-eight officials of the Dominion and provincial forestry and fire-protective organizations acted as local officers of this department, as follows:—

British Columbia Forest Branch.....	31
Dominion Parks Branch.....	6
Dominion Forestry Branch.....	7
Department of Agriculture of Alberta.....	3
Fire Commissioner's Department of Saskatchewan.....	2
Forestry Branch of Ontario.....	15
Forest Protection Branch of Quebec.....	9
Department of Lands and Mines of New Brunswick.....	2

RAILWAY FIRE PATROLS.

The special patrol requirements are now largely standardized, so that little variation is required from year to year. Such requirements are applicable to lines running through forest sections, where the fire hazard is relatively high. Due to war conditions, considerable difficulties were experienced by some of the companies in securing sufficient numbers of competent men for this work. Some trouble was also experienced in securing deliveries of power speeders, velocipedes, spare parts, and other necessary equipment.

FIRE STATISTICS.

Climatic conditions largely govern the forest fire situation, the fire hazard increasing in ratio to the periods of drought experienced. During 1917, Eastern Canada did not have drought periods of long duration, while in the West, particularly in British Columbia, this situation was reversed.

In British Columbia the fire hazard was highest south of the railway belt, was average up to the 53rd parallel, and below normal north of that line. The hazard was highest in the month of July when temperatures and wind velocity were high and

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precipitation low. Of the grand total of railway fires reported for the Dominion, 59.52 per cent occurred in British Columbia; these fires burned over 28.73 per cent of the total area, and did 21.85 per cent of the total damage reported for fires along railway lines subject to the Board's jurisdiction throughout the Dominion.

The fire hazard in Manitoba, Saskatchewan and Alberta was highest during May, when 83 fires occurred along railway lines, this being approximately 51 per cent of the total, for these provinces, for the season. The hazard rose again in July, when 42 fires occurred.

In the western portion of Ontario, the hazard was high for a short period in May and during the early part of June. Throughout the rest of the season, and in the eastern portion of the province, conditions were very favourable and at no time during the season was the hazard serious.

The hazard in Quebec and the Maritime Provinces was at no time above normal and the season was favourable for fire protection.

During the season of 1917, 1,097 fires were reported as having originated within 300 feet of railway lines, subject to the Board's jurisdiction. Of these, 76.84 per cent are definitely attributed to railway agencies, 7.84 per cent to known causes other than railways, and 15.32 per cent to unknown causes. Of the total area burned over, amounting to 74,234 acres, 36.73 per cent is chargeable against the railways, 14.24 per cent to known causes other than railways, and 49.03 per cent to unknown causes. The total damage done is estimated at \$105,668. Of this, the railways are definitely charged with 24.43 per cent, while 12.88 per cent of the damage is due to known causes other than railway, and 62.69 per cent to unknown causes.

It will be noted that while the railways are directly charged with 76.84 per cent of the total number of fires, these fires covered only 36.73 per cent of the total area burned and did only 24.43 per cent of the total damage. In addition, some of the fires of unknown origin were no doubt due to railway causes.

Of all fires reported, the causes are as follows:—

Locomotives..	72.65 per cent
Railway employees..	4.19 "
Tramps, etc..	2.00 "
Settlers..	4.47 "
Other known causes..	1.37 "
Unknown causes..	15.32 "

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Summary of Reports on Fires in Forest Sections originating within 500 feet of track on Railway Lines subject to the jurisdiction of the Board of Railway Commissioners for Canada, Season of 1917.

A. RAILWAY FIRES		Canadian Pacific (Western Lines) (a)	Canadian (Northern Lines) (b)	Grand Trunk Pacific	Great Northern (c)	Kettle Valley	Edmonton, Winnipeg and British Columbia	Canadian Pacific (Eastern Lines) (d)	Canadian Northern (Eastern Lines) (e)	Grand Trunk	Algonia Central and Hudson Bay	Miscellaneous (f)	Total
1. Number by Causes:													
a) Locomotives, Class A fires		143	14	12	14	2	11	5	15	4		6	229
b) Locomotives, Class B fires		20	36	15	102	35	29	51	63	22		11	568
c) Employees, Class A fires		3	1				3	2	3	1		1	11
d) Employees, Class B fires		3	7	1				5	12			4	35
e) Total of Class A fires		146	15	12	14	2	14	7	18	5		7	240
f) Total of Class B fires		204	43	16	102	35	32	56	75	22		18	603
Total of all railway fires		350	58	28	116	37	46	63	93	27		25	843
2. Areas burned (Acres):													
a) Young forest growth		414	27	1	20	15	73	90	928	117		20	1,705
b) Timber land		564	721	25	26	6	179	98	60	9		7	1,663
c) Slashings or old burn		1,591	183		2,177	530	230	1,692	3,931	15		25	43,426
d) Other classes of land		929	595	171	910	342	6,708	626	12	71		69	10,439
e) Total		6,498	1,526	200	3,133	883	7,190	2,506	1,961	215		121	27,264
3. Value of property destroyed													
a) Young forest growth		\$ 405	\$ 7	\$ 3	\$ 200	\$ 15	\$ 153	\$ 47	\$ 671	\$ 18		\$ 10	\$ 1,559
b) Standing timber		160	1,450	77	33	68	179	291	260			100	2,728
c) Forest products		503	3,086		12,000	40	16					11	15,659
d) Other property		2,722	250		580	102	1,020	391	465	241		102	5,873
e) Total		\$ 4,090	\$ 4,782	\$ 80	\$ 12,813	\$ 157	\$ 1,257	\$ 729	\$ 1,396	\$ 289		\$ 226	\$ 25,819
B. KNOWN CAUSES OTHER THAN RAILWAY FIRES													
1. Number by Causes:													
a) Campers and travellers		1	1				1						12
b) Class A fires													
c) Campers and travellers		1	2			1	5						10

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(b) Settlers, Class A fires.....	2	1	7	3	2	1	1	4
(c) Settlers, Class B fires.....	30	1	7	3	2	1	1	45
(c) Other known causes— Class A fires.....	1							2
Other known causes— Class B fires.....	1	2	3	1	5			13
Total of Class A fires.....	34	4	15	4	2		2	68
Total of Class B fires.....	41	4	19	4	9		2	86
Total of all known causes.....								
2. Areas burned (Acres)—								
(a) Young forest growth.....	1,970		64		4			2,038
(b) Timber land.....	1,631	20	93					1,746
(c) Slashing or old burn.....	2,825	60	103	8	503		1	1,979
(d) Other classes of land.....			683				2	4,811
(e) Total.....	6,426	80	943	8	507		3	10,574
3. Value of property destroyed—								
(a) Young forest growth.....	\$ 5,900	\$	\$ 87		\$ 15	\$	\$	\$ 6,002
(b) Standing timber.....	4,120		192					4,327
(c) Forest products.....	2,196	105			240	6	1	2,541
(d) Other property.....	405		7					738
(e) Total.....	\$12,621	\$ 105	\$ 286		\$ 255	\$ 6	\$ 1	\$ 13,608
C. FIRES OF UNKNOWN ORIGIN.								
1. Number—								
(a) Total of Class A fires.....	26	1		3	13		2	49
(b) Total of Class B fires.....	14	25	9	31	26	2	5	119
(c) Total of all unknown fires.....	40	26	11	34	39	3	7	168
2. Areas burned (Acres)—								
(a) Young forest growth.....	50			38	9			97
(b) Timber land.....	20,150	60		16				20,280
(c) Slashing or old burn.....	2,502	3,104		4,917	1,797	35	101	13,881
(d) Other classes of land.....	33	1,861		151	24		11	2,139
(e) Total.....	2,585	22,125	3,104	5,122	1,830	35	112	36,397
3. Value of property destroyed—								
(a) Young forest growth.....	\$.....	\$ 52		\$ 14	\$ 20	\$	\$	\$ 86
(b) Standing timber.....	360	59,102	330	145				59,952
(c) Forest products.....	520	307			740	37	2,383	3,308
(d) Other property.....	610	1,000		515				2,895
(e) Total.....	\$ 1,480	\$60,461	\$ 330	\$ 704	\$ 760	\$ 37	\$ 2,383	\$ 66,241

Summary of Reports on Fires in Forest Sections, etc.—(Continued.)

	Canadian Pacific (Western Lines) (a)	Canadian Northern (Western Lines)	Grand Trunk Pacific	Great Northern (b)	Kettle Valley	Edmonton and British Columbia	Canadian Pacific (Eastern Lines)	Canadian Northern (Eastern Lines) (c)	Grand Trunk	Algoma Central and Hudson Bay	Miscellaneous	Totals
1. GRAND TOTALS FOR ALL CAUSES.												
1. Number—												
(a) Total of all Class A fires...	177	23	14	14	3	18	10	33	6		9	307
(b) Total of all Class B fires...	219	102	26	102	45	47	91	108	24	1	25	790
(c) Total of all fires reported	396	125	40	116	48	65	101	141	30	1	34	1,097
2. Areas burned (Acres)—												
(a) Young forest growth.....	414	2,047	1	20	15	137	128	941	417		20	3,840
(b) Timber land.....	614	22,502	103	26	42	272	114	60	9		7	23,719
(c) Slashing or old burn.....	7,003	247	3,466	2,157	3,214	333	6,617	6,231	80	1	127	29,286
(d) Other classes of land.....	963	5,281	174	910	1,671	7,391	777	66	74		82	17,389
(e) Total.....	9,084	30,077	3,444	3,133	4,942	8,133	7,636	7,298	280	\$ 1	236	71,234
Value of Property Destroyed—												
(a) Young forest growth.....	\$ 405	\$ 5,939	\$ 3	\$ 200	\$ 15	\$ 240	\$ 61	\$ 706	\$ 48		\$ 10	\$ 7,647
(b) Standing timber.....	810	64,661	407	33	40	250	436	260	37		100	67,007
(c) Forest products.....	1,023	5,389	105	12,000	40	16		240	241	61	2,337	21,508
(d) Other property.....	3,332	1,655		580	427	1,027	936	1,205			103	9,506
(e) Total.....	\$ 5,570	\$77,864	\$ 515	\$12,813	522	\$ 1,543	\$ 1,433	\$ 2,411	\$ 326	\$ 61	\$ 2,610	\$105,668

(a) Includes Esquimaux and Nanaimo Railway.

(b) Includes Victoria and Sidney Railway.

(c) Includes Halifax and South Western Railway.

(d) Includes following lines: Algoma Eastern, Atlantic, Quebec and Western and Western and Quebec Oriental; Boston and Maine; Dominion Atlantic; Maine Central; Quebec, Montreal and Southern; Western Power Company of Canada; White Pass and Yukon.

(e) Note. No fires were reported during 1917 as originating within 300 feet of track along the following lines: Cumberland Railway and Coal Company; Elgin and Havelock, Grand Trunk (in Quebec); Moncton and Buctouche; Ottawa and New York; Salisbury and Albert; St. Martins; Temiscouata (in New Brunswick).

Class A fires are those which cover an area of less than one-fourth acre.

Class B fires are those which cover an area of one-fourth acre or more.

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INSPECTION OF FIRE PROTECTIVE APPLIANCES ON LOCOMOTIVES.

Inspectors in this department examined fire protective appliances on 973 locomotives, operating in forested territory. Of these, 20 per cent were found defective. In most cases, the defects were of a minor character. This work is handled under a co-operative arrangement with the Operating Department, and supplements the work of that department.

FIRE GUARD STATISTICS.

During the past year there were 14,188.13 miles of track subject to the board's jurisdiction in the three prairie provinces, an increase of 258.94 miles over 1916. Since fire-guard mileage is double the track mileage, this represents 28,376.66 fire-guard miles, of which, however, a portion is in forest sections, where fire-guard construction is impracticable.

The following statistical summary shows that 10,994.26 miles of fire guards were constructed or maintained during the past year, while, for various reasons, 17,382.40 miles were not constructed. Of this, 7,899.44 miles were exempted by this department, on the basis of specific showing made that fire-guard construction is impracticable or unnecessary. A total of 6,516.21 miles were not constructed for the several specific reasons indicated in the table, and accepted as relieving the railway companies of responsibility for the construction of fire guards. This leaves 2,966.75 miles not definitely accounted for, and includes the mileage which should have been constructed but was not, largely due to the labour shortage.

Summary of Fire Guard Construction and Maintenance by Railways in the Provinces of Alberta, Saskatchewan and Manitoba, 1917.

	Edmonton, Dunvegan and British Columbia.	Great Northern.	Grand Trunk Pacific.	Canadian Northern.	Canadian Pacific.	Totals.
Length in track miles	407.60	162.38	1,984.60	5,229.30	6,404.45	14,188.33
Length in fire guard miles ¹	815.20	324.76	3,969.20	10,458.60	12,808.90	28,376.66
Fire guards constructed (shown in fire guard miles)—						
a. Grain stubble lands/Fireguarded		86.00	74.20	1,158.90	1,530.19	2,849.29
b. Cultivated hay " { by owner.			2.70	302.40	62.24	367.34
c. Fenced grazing lands.....		192.25	456.00	572.70	1,687.97	2,908.92
d. Wild lands.....	0.53	0.50	760.70	1,463.40	2,643.58	4,868.71
Total miles of fire guard constructed..	0.53	278.75	1,293.60	3,497.40	5,923.98	10,994.26
Fire guards not constructed (shown in fire guard miles)—						
Exemptions ²	731.99	36.00	1,185.40	3,462.60	2,483.45	7,899.44
Owner refused to allow construction ³			3.80	44.20	18.50	66.50
Unnecessary, land already plowed ⁴	9.78	2.00	346.30	828.40	1,135.81	2,322.29
Grain stubble lands/not fireguarded	22.45		847.10	1,208.00	1,770.84	3,848.39
Cultivated hay " { by owner ⁵	3.83		7.40	194.50	73.30	279.03
Miscellaneous other reasons.....	46.62	8.01	285.60	1,223.50	1,403.02	2,966.75
Total miles of fire guards not constructed.....	814.67	46.01	2,675.60	6,961.20	6,884.92	17,382.40

¹ Fire guard mileage is double the track mileage, since the construction of fire guards is required on both sides of the track.

² Company exempted from fire guard construction, as to portions of line where showing made that such construction is unnecessary or impracticable.

³ Employees of railway company refused permission, by owner, to enter upon land for purpose of constructing fire guards.

⁴ Fire guarding unnecessary, because fields already plowed.

⁵ Fire guarding in grain stubble and in cultivated hay lands required only where the land owner or occupant would undertake to plow guard at the reasonable price specified by the Board.

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FIRE GUARDS.

The fire guard requirements issued for 1917 were substantially identical with those prescribed in 1915 and 1916. An additional clause was, however, included under section E, "Additional Provisions," drawing attention to regulation 8 (g) of General Order No. 107, *re* closing of gates and the cutting and leaving of fences down by railway companies' agents, employees, and contractors.

With the idea of facilitating experiments looking toward a reduction in the cost of fire guard construction and maintenance, and after taking the matter up fully with all concerned, authority was granted the Canadian Pacific, Grand Trunk Pacific, and Canadian Northern Railways to handle the fire-guarding of wild lands, along certain of the more northerly lines of these companies in the prairie provinces, on the basis of an eight-foot plowed strip instead of a sixteen-foot plowed strip, supplemented by special attention to the burning of dry grass and weeds between the fire guard and the track. These experiments will be continued during the ensuing year.

COMPLAINTS *re* FIRE GUARDS.

During the past year five specific complaints were received *re* the construction and maintenance of fire guards, as follows:—

Fire guards not established in accordance with fire-guard requirements: C.P.R., one; G.T.P., one.

Non-payment of land owner by railway company for plowing guards in grain stubble land, under clause 2, section A, of fire guard requirements: C.N.R., one.

Two applications were received from railway companies under clause 4, section C, fire guard requirements, for permission to enter upon lands to plow fire guards, in cases where the land owner had refused permission to the company for such construction. One such application from the G.T.P. Ry. was refused, on the basis that fire guard construction was not necessary in the public interest. One other such application made by the C.N.R. was granted under Order No. 26,829, dated December 14, 1917.

RIGHT OF WAY CLEARING.

The acute shortage of labour has, in many cases, unavoidably interfered with right of way clearing, under section 297 of the Railway Act.

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APPENDIX "E."

RECORD ROOM.

LIST of Cases appealed to the Supreme Court of Canada, February 1, 1904, to March 31, 1918.

File No.	Subject.	Decision.
1114	Montreal Terminal Railway <i>vs.</i> Montreal Street Railway, Pius IX Ave. crossing, Montreal, Que. Question of jurisdiction	Allowed.
1492	James Bay Railway <i>vs.</i> Grand Trunk Railway crossing, Belt Line spur. Question of law	Dismissed.
383	Ottawa Electric Railway and city of Ottawa <i>vs.</i> Canada Atlantic Railway, <i>re</i> Bank Street subway, Ottawa. Question of law	Dismissed.
588	<i>Re</i> Toronto Union Station. A. R. Williams expropriation. Question of jurisdiction	Dismissed.
1604C1309	Robinson <i>vs.</i> Grand Trunk Railway, two-cent rate. Question of law	Dismissed.
689	Canadian Pacific Railway <i>vs.</i> Grand Trunk Railway, <i>re</i> branch line, London, Ont. Question of jurisdiction	Dismissed.
C 1680	Essex Terminal and Windsor, Essex and Lake Shore Railroad, crossing in Township of Sandwich, Ont. Question of law	Dismissed.
1497	T. D. Robinson <i>vs.</i> Canadian Northern Railway spur at Winnipeg. Question of jurisdiction	Dismissed.
9527	Montreal Street Railway <i>re</i> rates Montreal Royal ward. Question of jurisdiction	Allowed.
C 4719	Department of Agriculture, province of Ontario, <i>vs.</i> Grand Trunk Railway, station at Vineland. Question of jurisdiction	Dismissed.
C 3322	<i>Re</i> Toronto Viaduct. Appeal by the Canadian Pacific Railway Company. Question of law	Dismissed.
C 4897	<i>Re</i> fencing and cattleguards, Order No. 7473. Appeal by the Canadian Northern Railway Co. Question of jurisdiction	Allowed in part.
C 4492	City of Toronto <i>vs.</i> Grand Trunk Railway and Canadian Pacific Railway Company <i>vs.</i> Question of law	Referred back to Board.
C 2545	City of Ottawa and county of Carleton, Richmond Road viaduct. Question of jurisdiction	Dismissed.
13079	Grand Trunk Railway <i>vs.</i> Canadian Northern Ontario Railway. Spur in township of Scarborough, Ont. Question of jurisdiction	Dismissed.
C 2289	Grand Trunk <i>vs.</i> British American Oil Companies. Oil rates. Question of law	Dismissed.
1519	Grand Trunk Pacific Railway <i>vs.</i> city of Fort William, <i>re</i> location. Question of jurisdiction	Dismissed.
11965	Niagara, St. Catharines and Toronto Railway <i>vs.</i> Davy. Question of jurisdiction	Allowed.
9527	Montreal Street Railway (Montreal Park and Island Railway), <i>re</i> rates, Mount Royal ward. Question of jurisdiction	Allowed
15580	Clover Bar Coal Company, Ltd., and Wm. Humberstone <i>vs.</i> Grand Trunk Pacific Railway Company and the Clover Bar Sand and Gravel Company	Allowed.
12682	Regina Rate Case	Dismissed.
17963	Grand Trunk Pacific Railway <i>vs.</i> A. E. Purcell, of Saskatoon, Sask. Question of jurisdiction	Dismissed.
C 3269	Canadian Pacific Railway Companies <i>vs.</i> British American Oil Companies. Question of jurisdiction	Dismissed.
15330	Grand Trunk and Canadian Pacific Railway Companies <i>vs.</i> Canadian Oil Companies. Question of jurisdiction	Dismissed.
15330.1		
20062	British Columbia Electric Railway Company, Vancouver, Victoria and Eastern Railway Company <i>vs.</i> city of Vancouver. Question of jurisdiction	Dismissed.
1487	E. B. Chambers and W. B. G. Phair <i>vs.</i> Canadian Pacific Railway Company. Question of jurisdiction	Allowed.
18578	Canadian Northern Railway Company <i>vs.</i> William A. Taylor. Question of jurisdiction	Dismissed.
19135	Grand Trunk Railway Company <i>vs.</i> city of Edmonton, Alta. Question of law	Dismissed.

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List of Cases appealed to the Supreme Court of Canada, February 1, 1904, to March 31, 1918—*Concluded.*

File No.	Subject.	Decision.
1750-34	Canadian Pacific Railway Company <i>vs.</i> Grand Trunk Railway. Appeal by Canadian Pacific Railway. Question of law.	Dismissed.
14329-9	Montreal Tramway and Montreal, Park and Island Railway <i>vs.</i> Lachine, Jacques Cartier and Maisonneuve Railway. Question of jurisdiction.	Allowed.
23009	City of Hamilton <i>vs.</i> Toronto, Hamilton and Buffalo Railway. Appeal by T. H. & B. Ry. Question of jurisdiction.	Allowed.
21428	Grand Trunk Railway <i>vs.</i> Hepworth Silica Pressed Brick Co. Question of law.	Dismissed.
12021-70	Toronto Railway Company and the city of Toronto and the Canadian Pacific Railway Company. Questions of law and of jurisdiction.	Dismissed.
9437-153	City of Edmonton <i>vs.</i> Calgary and Edmonton Railway. Question of law.	Dismissed.
13935	Ingersoll Telephone Company and other independent telephone companies <i>vs.</i> Bell Telephone Company. Question of law.	Dismissed.
27524	Grand Trunk Railway <i>vs.</i> H. Bourassa of Laprairie, Que., against Order No. 26387, dated July 26, 1917. Questions of jurisdiction and law.	Pending.
13622	Application of the Great Northern Telegraph Company for opinion of Supreme Court of Canada upon a question of law involved in matter of General Order No. 162.	Pending.
27840	Government of Manitoba and J. H. Ashdown Hardware Co., Ltd., of Winnipeg, against Judgment of the Board <i>re</i> 15 per cent general increase in freight and passenger rates. Also appeal from the Canadian Northern Railway Company. Question of jurisdiction.	Pending.
26981	Appeal of the Canadian Pacific Railway Co. from an Order of the Board issued in the matter of application of the Department of Public Works province of Ontario, <i>re</i> highway crossing between lots 8 and 9, Co. 5, township of Kirkpatrick, Ont. Question of jurisdiction.	Pending.

SUMMARY.

Appeals dismissed	25
Appeals allowed	10
Appeals pending	4
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LIST of Appeals to the Governor in Council, February 1, 1904, to March 31, 1915.

File No.	Subject.	Decision.
399	Bay of Quinte Railway crossing C.P.R. at Tweed, Ont.	Dismissed.
1455	James Bay Railway <i>vs.</i> Grand Trunk Railway crossing near Beaverton, Ont.	Dismissed.
1781...	Grand Trunk Railway Company <i>vs.</i> city of Chatham, Ont., street crossings	Dismissed.
12992	Maniwaki Branch of the Canadian Pacific Railway, train service from Ottawa	Judgment not rendered. Matter referred back to Board
2030	<i>Re</i> Tariffs of certain Yukon Railway	Dismissed.
17716	Canadian Pacific Railway Longue Pointe spur through town of Maisonneuve, Que.	Dismissed.
18787	South Hazelton townsite <i>vs.</i> Grand Trunk Pacific Railway	Allowed.
3452 30	J. Y. Rochester <i>re</i> Cameron Bay <i>vs.</i> Grand Trunk Pacific Railway	Dismissed.
12912	Park Avenue Subway, town of St. Louis, Que., <i>vs.</i> Canadian Pacific Railway	Dismissed.
17040	Lambton to Weston spur and Canadian Pacific Railway company.	No formal order.
C 3322	Toronto Viaduct case	Dismissed.
12021 70	City of Toronto, <i>re</i> Toronto North Grade separation	Dismissed.
16177	Canadian Pacific Railway <i>vs.</i> Mountain Lumber Manufacturers' Association, <i>re</i> lumber rates	Withdrawn.
19021	Charles Miller of Toronto <i>vs.</i> Grand Trunk Pacific Railway, <i>re</i> station at Prince George, B.C.	Dismissed.
17716.10	Canadian Pacific Railway <i>vs.</i> town of Maisonneuve, Que., <i>re</i> highway crossings	Dismissed.
22681.25	City of Montreal, Que., <i>vs.</i> Canadian Northern Railway, siding across Stadacona and Marlboro streets, Montreal, Que.	Pending.
21418	City of Prince George, B.C., <i>re</i> location of Grand Trunk Pacific Railway station between Oak and Ash streets, Prince George, B.C.	Dismissed.
21660	Canadian Northern Ontario Railway <i>vs.</i> township of Loughboro, Ont.	Dismissed.
26169	Canadian Pacific and Canadian Northern Railway Companies, <i>re</i> inter-switching at Eastern Public Cattle market, Montreal, Que.	Pending.
17010	Appeal of the Canadian Pacific Railway Company <i>re</i> Lambton to Weston spur. (Second appeal)	Dismissed.
27693	City of Hamilton <i>vs.</i> Grand Trunk Railway, in the matter of Order No. 26787, and of passenger train service on the Northern and Northwestern branch between Hamilton and Burlington Beach and town of Burlington, Ont.	Pending.
27840	Appeal of the Winnipeg Board of Trade against Order of Board authorizing a general increase of 15 per cent in freight and passenger rates	Pending.

SUMMARY.

Appeals dismissed	14
Appeals allowed	1
Appeals withdrawn	3
Appeals pending	4
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APPENDIX "F."

GENERAL ORDERS AND CIRCULARS.

CIRCULAR No. 152.

Foot Boards on locomotives used in joint yard and transfer service.

OTTAWA, April 24, 1917.

The question has been raised as to whether a road locomotive used in joint yard and transfer service should be equipped with foot-boards, as outlined in general order No. 102.

Railway companies subject to the jurisdiction of the Board, are hereby instructed that all locomotives used in yard, joint yard and transfer service must be equipped with foot-boards, as prescribed for steam locomotives used in switching service.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 153.

Car Supply.

File 27896.

MAY 12, 1917.

The Board requires that railway companies, subject to its jurisdiction, shall make a report to the Chief Operating Officer of the Board at Ottawa, on the first and 15th day of each month, on the condition of the car supply on their respective lines, giving the information called for on the attached forms, in the order and form as set forth therein.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary.

1st. The total number of cars under load with revenue freight at stations; the different kind of cars being shown separately, namely: Box cars, stock cars, refrigerator cars, coal cars, flat cars, other cars.

2nd. The total number of loaded cars in transit, either in trains or at stations.

3rd. The total number of empty cars under the different headings, namely: Box, stock, refrigerator, coal, flat, other.

4th. The total demand for empty cars for loading, as per the daily orders, under the different headings: Box, stock, refrigerator, coal, flat, other.

5th. The total shortage or surplus, as the case may be, to be set out.

6th. The number of idle cars, if any, under the different headings.

NOTE.—An idle car means a car that has not been moved on account of there being no demand for it.

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7th. The total number of cars, under the different headings, held for repairs.

	LOADED CARS.		EMPTY CARS.				
	Inwards at Stations.	In Transit in Trains and at Stations.	In Transit and at Stations.	Shortage.	Surplus.	Idle.	Repairs.
Box							
Stock							
Refrigerator							
Coal							
Flat							
Others							
Total							

N. B.—Loaded cars in transit. Give total of all loaded cars only.

CIRCULAR No. 154.

Car Movements and Efficient Handling.

File No. 28192.

SEPTEMBER 19, 1917.

War conditions interfere with car movements. The weather conditions of winter last year increased the congestion, and the coming winter may repeat this. Additional freight cars can be obtained only with great difficulty. Prompt deliveries of new rolling stock do not exist.

If each freight car does more work the difficulty can be faced and overcome. A freight car saved is a freight car gained for extra service. More service per car equals more cars in service. If all shippers load to full capacity or better, to 110 per cent when practicable, car shortage will largely disappear.

Railways by cutting out road delays and by improved handling in terminals can make each car do more work.

Prompt and heavy loading of cars gives more service per car. So also does prompt release of cars. Consignors and consignees are interested in getting cars. Their co-operation in efficient car handling will help not only others but themselves as well.

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 155.

Motor Accidents at Level Crossings.

OTTAWA, October 15, 1917.

In view of the increasing number of accidents at level crossings in Ontario to persons travelling in motors, the Board desires that a discussion should be had, in which the different motor associations, municipalities, and railways interested should take part, and the best possible methods and protection in the interest of public safety be adopted.

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Without in any way limiting the discussion, the following questions should be considered:—

1. The matter of the view from the highway of any approaching trains.

Factors to be considered from the motorist's standpoint are the speed and braking efficiency of the motors having regard to the fact that the motor must be stopped after the train is seen.

2. Whether or not there is any difficulty in seeing the standard railway crossing sign from motors, and whether additional post signs on the road would assist in obviating accidents, for example, warning posts placed at some distance from the crossing, or posts placed in centre of the highway, about fifty feet from crossing?

3. Whether humps or hogs-backs should be placed on the road, so as to compel motorists to bring down the speed of their cars to a rate at which they may safely proceed?

4. Ought motors be brought to a stop before crossing?

5. Bells or wig-wag signals— which are of the greater benefit to motorists?

6. Can any change be made in railway regulations which, without injuring the efficiency of the public service, will promote safety?

7. Ought the regulation whistle signals be given closer to the highway, or any change be made in the use of the signal or the bell?

Written submissions may be sent by the post to the Board at Ottawa, and in addition the matter may be spoken to at any meeting of the Board.

By Order of the Board,

A. D. CARTWRIGHT,

Secretary.

CIRCULAR No. 156.

File 9437.292.

Standardized Metal Warning Signs for Grade Crossings.

January 15, 1918

The Board's inquiry into a recent accident at a highway crossing protected by a watchman brought out the fact that the occupants of the automobile evidently became confused in the signals given by the watchman.

The Board is impressed with the necessity of railway companies adopting some standard signal other than the style of flag now in use by crossing watchmen.

Railway companies are, therefore, directed to consider the adoption of a metal disc, 16 inches in diameter, having a white ground with the word "Stop" in large letters in black thereon, filing their comments with the Board within thirty days of the date of this circular.

By Order of the Board,

A. D. CARTWRIGHT,

Secretary.

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CIRCULAR No. 157.

Standard distance between track centres for construction of divisional points, terminal sorting yards and sidings.

File No. 28290.

January 21, 1918.

The Board is considering the advisability of establishing a standard distance between track centres for the construction of divisional points, terminal sorting yards, and sidings, which will provide a safe and satisfactory clearance for the movements of trainmen and yardmen in the performance of their duties.

Railway companies subject to the jurisdiction of the Board are requested to file their views upon the matter within thirty days from this date, stating what clearance, in their opinion, would provide the necessary room between moving cars for the men referred to while carrying on their work.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 158.

Heating of waiting rooms at railway stations where there is no night staff.

File 28281.1.

February 11, 1918.

Railway companies subject to the jurisdiction of the Board are directed to show cause, within thirty days of the receipt of this circular, why an Order should not issue requiring all companies, at agency stations where there is no night staff, to open station waiting rooms and, when necessary, provide heat and light, at least thirty minutes prior to the scheduled arriving time of all passenger trains and to keep the waiting rooms open until the departure thereof, irrespective of whether the trains are on schedule time or not.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 159.

Fire Extinguishers in passenger cars on electric railway lines.

Case 1858.

February 25, 1918.

The Board is considering the advisability of requiring electric railways subject to its jurisdiction to provide fire extinguishing apparatus in passenger-carrying cars, including therein combination cars, if any.

Electric railway companies are therefore directed to show cause within thirty days of the receipt of this circular, why such a requirement should not be made effective.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary.

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CIRCULAR No. 160.

File No. 27840.7.

February 27, 1918.

I am directed to announce to all concerned that the reference to common clay and sand, gravel and crushed stone, at page 439, vol. VII, No. 20, of the fortnightly publication of Judgments, Orders, Regulations and Rulings of the Board, dated January 8, 1918, containing the judgment dated December 26, 1917, in the so-called 15-per-cent case, was intended to be understood in the collective and not the particular sense; that is to say, the specific increase of not more than 5 cents a ton is to be understood to apply to all the commodities which have hitherto been carried under the special mileage scale, or under specific commodity items of the tariffs, at the same rates as those particularized in the judgment.

I am also directed to say that any tariffs in conflict with this announcement which have already been filed to take effect on the 15th March next, or which, bearing an earlier effective date, have been postponed in compliance with the Order in Council, must be amended in accordance herewith.

By Order of the Board.

A. D. CARTWRIGHT,

Secretary.

CIRCULAR No. 161.

Report of railway accidents and Order No. 7472.

File 10895.

March 8, 1918.

I enclose copy of revised form schedule "A" adopted by the Board for use of railway companies subject to its jurisdiction in making returns of accidents required by Order No. 7472, dated July 8, 1909, and am directed to state that this form is to be used by railway companies as soon as their existing supply of forms is exhausted.

By Order of the Board.

A. D. CARTWRIGHT,

Secretary.

RAILWAY SYSTEM.

SCHEDULE "A."

TO THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Return required by Order No. 7472, dated July 8, 1909, pursuant to chapter 32 of 8 and 9 Edward VII:—

1. Date and hour of accident.

2. Train.

Conductor

Engine

Engineer

3. Previous

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4. *Place of accident—*

State if in city, town, village or township.

If in city, town or village, give name of street; if no name, say how many crossings from station specifying direction.

If in township, give distance in miles and fraction of mile from nearest station, specifying direction, also give distance of nearest mile post of subdivision and any other information of an identifying character.

5. (a) Particulars of accident.

(b) Names of persons injured or killed and addresses.

6. Was crossing protected at time of accident, and if so, in what manner.

7. Time and date, speed limitation of ten miles an hour established or watchman put on as required by sec. 275 (subsec. 4) and General Order 77.

8. If any previous accident at same place subsequent to 1900, give date, if more than one accident, give date of last one only.

9. Remarks covering any other information that the company thinks should be submitted not covered by the foregoing details.

I certify that from inquiries made by me, or my knowledge, the foregoing return is correct.

Place.....

Signature.....

Date

Title.....

CIRCULAR No. 162.

Standardizing of crews for the operation of freight trains on electric railways.

File 2-517.

The Board desires to be informed of the practice of electric railways subject to its jurisdiction with regard to the crews of electric freight locomotives, and if in the operation of such motors—whether switching or in road service—the crew consists of two men the same as a steam locomotive, or but one man on the engine.

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You are requested to file your submissions in the matter within thirty days of the date of this circular.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

GENERAL ORDER No. 186.

In the matter of the complaints of the Dominion Millers' Association and the Toronto Board of Trade against the increased carload minimum weights on grain and grain products for domestic consumption published by the railway companies to take effect April 2, 1917, in the following schedules, namely:—

Canadian Pacific Railway Company:

*Supplement 55 to C.R.C. No. E. 1196.
Supplement 47 to C.R.C. No. E. 2780.
Supplement 41 to C.R.C. No. E. 2715.
Supplement 8 to C.R.C. No. E. 2907.
Supplement 7 to C.R.C. No. E. 3120.*

Grand Trunk Railway Company:

*Supplement 25 to C.R.C. No. E. 1087.
Supplement 42 to C.R.C. No. E. 2566.
Supplement 5 to C.R.C. No. E. 3041.
Supplement 7 to C.R.C. No. E. 3289.*

together with similar schedules published and filed by other railway companies.

File No. 1917537.

Upon hearing the complaints at the sittings of the Board held in Ottawa, March 29, 1917, the Canadian Pacific, Grand Trunk, and Canadian Northern Railway Companies, the Canadian Freight Association, the Dominion Millers' Association, and the Boards of Trade of Montreal and Toronto being represented at the hearing, and what was alleged,—

It is ordered:

1. That, excepting flour, the complaints against the minimum weights be, and they are hereby, dismissed.

2. That the proposed minimum weight of 50,000 pounds per car for flour when loaded in cars of the capacity of 60,000 pounds or 70,000 pounds be, and it is hereby, disallowed.

3. That the complaints against the minimum weights for flour when loaded in cars of the capacity of 80,000 pounds or 100,000 pounds be, and they are hereby dismissed.

4. That the railway companies be permitted to increase the minimum weight for flour to 45,000 pounds per car when loaded in cars of the capacity of 60,000 pounds or 70,000 pounds.

5. That the minimum weight authorized by clause 4 hereof, also the minimum weights for flour in cars of greater capacity and for other grain products, be not made effective before April 30, 1917.

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6. That should the railway company, for its own convenience, furnish a larger capacity car in lieu of a car of 60,000 pounds or 70,000 pounds capacity required by the shipper, the minimum weight shall be that for the car so required, provided that the weight actually loaded does not exceed the maximum load for the type of car so required.

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, April 4, 1917.

GENERAL ORDER No. 187.

In the matter of the complaints of the Boards of Trade of Vancouver, Edmonton and Winnipeg, the Saskatchewan Branch of the Retail Merchants' Association of Canada, Inc., the Montreal Board of Trade and the Canadian Manufacturers' Association, against the proposed increase in the "rail-and-water" rates between Eastern and Western Canada:

File No. 27752.

Upon reading what is filed in support of the complaints and on behalf of the railway companies,—

It is ordered: That the through rail-and-water class rates applying between eastern and western Canada, and the through rail-and-water commodity rates from eastern to western Canada, via Port Arthur, Fort William or Westfort; also the rail-and-water commodity rates from eastern Canada to Port Arthur, Fort William or Westfort, for furtherance, named in tariffs C.R.C. Nos. 1 and 2, published by G. C. Ransom, agent, to become effective April 23, 1917, be, and they are hereby, suspended pending a hearing by the Board.

And it is further ordered: That the through rail-and-water class rates applying between eastern and western Canada, and the through rail-and-water commodity rates from eastern to western Canada, via Port Arthur, Fort William or Westfort; also the rail-and-water commodity rates to Port Arthur, Fort William or Westfort, Ont., for furtherance, in effect immediately prior to the close of navigation in 1916, be restored and continued in effect until further order of the Board.

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, April 12, 1917.

GENERAL ORDER No. 188.

In the matter of the complaint of the Brotherhood of Locomotive Engineers alleging that the Canadian Pacific and the Canadian Northern Railway Companies have wilfully violated the flagging rules in force on their respective systems in the operation of trains in Western Canada; and applying for the adoption of certain regulations by the Board, having in view the protection of employees of the railway companies subject to the jurisdiction of the Board.

File No. 4135-25.

Upon reading the communications and submissions filed on behalf of certain of the railway companies interested and the complainants, and the report and recom-

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menation of the Chief Engineer and the Chief Operating Officer of the Board after a conference between the Board's officers and representatives of the Grand Trunk, Grand Trunk Pacific, Canadian Pacific, Canadian Northern, and Toronto, Hamilton & Buffalo Railway Companies, the Michigan Central Railroad Company, the complainants, the Brotherhood of Locomotive Firemen and Enginemen, the Brotherhood of Railroad Trainmen, the Order of Railroad Conductors, the Order of Railway Telegraphers, and the International Brotherhood of Maintenance of Way Employees held in the city of Toronto on the 4th day of August, 1915, upon notice to the parties in interest; and in pursuance of the powers conferred upon it under sections 26, 30, 268, and 269 of the Railway Act, and of all other powers possessed by the Board under the said Act.—

It is ordered: That the following regulations for the Uniform Maintenance of Way Flagging Rules for Impassable Track, to become effective June 1, 1917, be, and they are hereby, prescribed for the observance of every railway company within the legislative authority of the Parliament of Canada.

RULES.

1. Before undertaking any work which will render the track impassable, or if rendered impassable from any cause or defect, trackmen, bridgemen, or other employees of the company shall protect the same as follows:—

2. (a) On double track; (b) on three or more tracks; (c) in mountain territory; and (d) on all lines with frequent or fast train service,—

Send out a flagman in each direction with stop signals, at least—

1,500 feet in daytime, if there is no down grade towards the obstruction within one mile, and there is a clear view of 6,000 feet from an approaching train.

3,000 feet at other times and places, if there is no down grade towards the obstruction within one mile.

5,100 feet if there is a down grade towards the obstruction within one mile.

The flagman must, after going the required distance from the obstruction to ensure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible, 1,500 feet, first placing two torpedoes on the rail (not more than 200 or less than 100 feet apart), on the same side as the engineer of an approaching train, 300 feet beyond such position. The flagman must display a red flag by day and a red light by night, and remain in such position until recalled or relieved.

3. On other lines:—

(a) By day place a red flag and, in addition, by night a red light, on the same side of the track as the engineer of an approaching train at a point 600 feet from the defective or working point, with two torpedoes placed on the rail opposite each other so as to cause but one explosion, 150 feet in advance of the red signal, and provide further protection as follows:—

(b) By day place a red flag supported on two staffs with flag drawn out between them, at right angles to the track and five feet above rail level; and, in addition, by night, a red light on the same side of the track as the engineer of an approaching train, so that it will be clearly in his view, at least:—

3,000 feet from the defective or working point, if there is no down grade towards the obstruction.

5,100 feet if there is a down grade within one mile of the obstruction, or as much farther as may be necessary to insure full protection.

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(c) Place two torpedoes (not more than 200 or less than 100 feet apart) on the rail on the same side as the engineer of an approaching train, 300 feet in advance of the red signal.

4. Trains stopped by flagman, as per rule 2, shall be governed by his instructions and proceed to the working point, and there be governed by signal or instructions of the foreman in charge.

5. Trains stopped by red signal, as per rule 3, shall replace the torpedoes exploded and proceed to the working point signal, and there be governed by signal or instructions of the foreman in charge, unless in the meantime stop signal has been removed.

6. In the event of train order protection being provided, the defective or working point may be marked by signals placed in both directions, as follows:—

Yellow flags by day and, in addition, yellow lights by night, 3,600 feet from the defective or working point; red flags by day and, in addition, red lights by night, 600 feet from the defective or working point, on the same side of the track as the engineer of an approaching train; except on double track, where trains run to the left, in which case signals shall be placed to the left-hand side as seen by an engineer of an approaching train, and there is a clear view of at least 1,200 feet.

7. When weather or other conditions obscure day signals, night signals must be used in addition.

And it is further ordered: That the foregoing rules be printed in the working time-tables of the said railway companies for the guidance of all employees.

Subdivisions to be named setting out which of the rules are applicable to each. Frequent service shall mean nine or more trains per diem.

And it is further ordered: That General Order No. 161, dated February 23, 1916, made herein, be, and it is hereby, rescinded.

H. L. DRAYTON,

Chief Commissioner.

OTTAWA, April 23, 1917.

GENERAL ORDER No. 189.

In the matter of "Follow Lot" Rule No. 3 of the Canadian Freight Classification; and in the matter of the railway companies being required to show cause why the rule in commodity tariffs filed in conformity with the judgment in the Eastern Rates Case, so-called; also rule No. 8 of the Canadian Freight Association's Westbound Transcontinental Tariff No. 1, stating that rule 3 of the Canadian Freight Classification will not apply in connection therewith, should not be disallowed.

File No. 25517.29.

Upon hearing the matter at the sittings of the Board held in Ottawa, November 21, 1916, and in Toronto, December 13, 1916, the Canadian Pacific, Canadian Northern, Grand Trunk, and Toronto, Hamilton & Buffalo Railway Companies, the Canadian Freight Association, the Michigan Central Railroad Company, the Canadian Manufacturers' Association, the Boards of Trade of Montreal and Toronto, the Thomas Davidson Manufacturing Company, the Sheet Metal Products, Limited, the Macdonald Manufacturing Company, and the McClary Manufacturing Company being represented at the hearing, and what was alleged; and upon the report of the Chief Traffic Officer of the Board,—

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It is ordered: That the said rule No. 3 of the Canadian Freight Classification No. 16 may be amended as follows, namely:—

(1) By striking out the words, "provided first car (or cars) is loaded to the classification minimum," and substituting therefor the words, "provided that each car, except the car carrying the excess, must be loaded to its visible or marked capacity."

(2) By striking out the words defining the classification minimum as being "not less than 20,000 pounds per car," and substituting therefor the words "not less than 24,000 pounds per car."

And it is further ordered: That rules or regulations of general application, the effect of which is to deprive tariffs of various commodities of the benefit of the so-called "follow lot" rule of the Canadian Freight Classification be, and they are hereby, disallowed; provided that this order shall not be construed as preventing railway companies and shippers, if they so desire, from agreeing, in respect of a particular commodity or of particular commodities, upon commodity rates on a lower-rate basis, with or without higher weight minima, to which the said rule shall not apply.

D'ARCY SCOTT,

Assistant Chief Commissioner.

OTTAWA, May 23, 1917.

GENERAL ORDER No. 190.

File No. 25672.25.

In the matter of the application of the Canadian Manufacturers' Association for an order amending the Canadian Freight Classification No. 16 by providing a carload rating for ice cream cones; or an alternative direction to the railway companies to publish carload commodity rates from Toronto to Montreal, Ottawa, Winnipeg, Regina, Calgary, Edmonton, and Vancouver.

Upon hearing the application at the sittings of the Board held in Ottawa, May 15, 1917, the Canadian Manufacturers' Association, the Canadian Freight Association, and the Canadian Pacific, Canadian Northern, and Grand Trunk Railway Companies being represented at the hearing, and what was alleged,—

It is ordered: That the Canadian Freight Classification No. 16 be, and it is hereby, amended to provide a carload rating of third class, with a minimum of 16,000 pounds, on ice cream cones.

D'ARCY SCOTT,

Assistant Chief Commissioner.

OTTAWA, May 25, 1917.

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GENERAL ORDER No. 191.

In the matter of the application of the Eastern Canadian Passenger Association for an order amending rule 23 of the Regulations Governing Baggage Car Traffic in Canada, as prescribed by General Order No. 151, dated November 8, 1915.

File No. 23323.

Upon reading what is filed in support of the application, and the report and recommendation of the Chief Traffic Officer of the Board,—

It is ordered: That rule 23 of the Regulations Governing Baggage Car Traffic in Canada be amended by adding the following, namely:—

“STORAGE.

“Rule 23. Exception (4)—Immigrant baggage will be stored free of charge for any portion of a period of, but not exceeding, five days after arrival at the ports of Montreal, Toronto and Winnipeg.”

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, May 26, 1917.

GENERAL ORDER No. 192.

In the matter of the application of the Canadian Manufacturers' Association for an order disallowing the charges made by the railway companies for salt supplied to refrigerator cars with ice.

And in the matter of the proposed tariffs of railway companies increasing the charges for ice supplied to refrigerator cars, the said tariffs having been suspended by general orders of the Board No. 164, dated April 25, 1916, and No. 165, dated May 16, 1916:

File No. 26113, Part 3.

Upon hearing the application at Ottawa, July 29, 1915, March 21, 1916, June 6, 1916, Calgary, July 10, 1916; Winnipeg, July 14, 1916; and Ottawa, December 19, 1916; the Canadian Pacific, Grand Trunk, Canadian Northern, Grand Trunk Pacific, and Ottawa & New York Railway Companies, the Michigan Central Railroad Company, the Canadian Manufacturers' Association, the Ontario Fruit Growers' Association, the Swift Canadian Company, P. Burns & Company, and the Boards of Trade of Montreal, Toronto, Winnipeg, Calgary, and Edmonton being represented at the hearings and what was alleged; and upon reading the various written submissions,—

It is ordered: That the application for an order disallowing the charges now being made by the railway companies for salt supplied to refrigerator cars with ice, be, and it is hereby, refused.

And it is further ordered: That the following tariffs showing charges for ice supplied to refrigerator cars, which were suspended by the general orders of the Board

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Nos. 164 and 165, dated April 25, 1916, May 16, 1916, respectively, be, and they are hereby, disallowed:—

Carrier.	Tariff.
Canadian Pacific.....	C. R. C. No. E—3138
Canadian Pacific.....	C. R. C. No. E—3139
Canadian Pacific.....	C. R. C. No. W—2149
Canadian Pacific.....	C. R. C. No. W—2159
Grand Trunk.....	C. R. C. No. E—3356
Grand Trunk.....	C. R. C. No. E—3357
Canadian Northern.....	C. R. C. No. E—768
Canadian Northern.....	C. R. C. No. E—769
Canadian Northern.....	C. R. C. No. W—927
Canadian Northern.....	C. R. C. No. W—930
Grand Trunk Pacific.....	C. R. C. No. 155
Grand Trunk Pacific.....	C. R. C. No. 156
Esquimalt and Nanaimo.....	C. R. C. No. 324
Kettle Valley.....	C. R. C. No. 50
Michigan Central.....	C. R. C. No. 2524
Wabash.....	C. R. C. No. 936
Pere Marquette.....	C. R. C. No. 2915
Dominion Atlantic.....	C. R. C. No. 176
Quebec, Montreal and Southern.....	C. R. C. No. 568
Essex Terminal.....	C. R. C. No. 319
London and Port Stanley.....	C. R. C. No. 77
Toronto, Hamilton and Buffalo.....	C. R. C. No. 1092
Thousand Island.....	C. R. C. No. 287
Hull Electric.....	C. R. C. No. F—56
Oshongarry and Stormont.....	C. R. C. No. 41
Windsor, Essex and Lake Shore Rapid.....	C. R. C. No. 177
Niagara Central and Hudson Bay.....	C. R. C. No. 349
Niagara Central and Hudson Bay.....	C. R. C. No. 348
Central Vermont.....	C. R. C. No. 1161
Boston and Maine.....	C. R. C. No. 1705
New York Central.....	C. R. C. No. 719
New York Central.....	C. R. C. No. 720
Chatham, Wallaceburg and Lake Erie.....	C. R. C. No. 403

D'ARCY SCOTT,

Assistant Chief Commissioner.

OTTAWA, May 30, 1917.

GENERAL ORDER No. 192.

In the matter of the application of the Canadian Freight Association, on behalf of the railway companies subject to the jurisdiction of the Board, under section 321 of the Railway Act, for approval of a proposed Supplement No. 9 to the Canadian Freight Classification No. 16, containing certain increased, reduced, and additional ratings on file with the Board under file Nos. 19367.53, 19367.64, 25672.13, 25672.14, 25672.15, and 25672.16.

Notice having been given in *The Canada Gazette* by the railway companies, as required by section 321 of the Railway Act, hearings having been held, and the proposed changes having been fixed by consent of the parties or by orders of the Board, or reserved for order of the Board; upon the consideration of what has been filed, and what was alleged at the hearings; and upon the report and recommendation of the Chief Traffic Officer of the Board,

It is ordered That the proposed Supplement No. 9 to the Canadian Freight Classification No. 16, as finally revised and submitted for approval by G. C. Ransom,

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Chairman of the Canadian Freight Association, by his letter dated May 12, 1917, be, and it is hereby, approved, subject to the following provisions, namely:—

1. That the proposed carload ratings and minimum weights for games or toys, other than those of iron or steel, be struck out, and that there be substituted therefor a carload rating of third class and a minimum of 11,000 pounds per car for toys and games of all kinds, as specified in the said supplement (excepting those made of iron or steel), in straight or mixed carloads.

2. That the item providing for popped corn or puffed rice confectionery be added to the grocery list of the classification, and that the ratings provided for these articles in cartons include bags.

3. That the said Supplement No. 9 give effect to the general order of the Board No. 190 of May 25, 1917, fixing a carload rating for ice cream cones.

D'ARCY SCOTT,

Assistant Chief Commissioner.

OTTAWA, May 31, 1917.

GENERAL ORDER No. 194.

In the matter of the application of the Express Traffic Association of Canada, on behalf of the express companies subject to the jurisdiction of the Board, for an order authorizing the express companies to advance the estimated weight of horses, in carloads, from 10,000 pounds to 12,000 per car.

File No. 4397.33.

Upon hearing the application at the sittings of the Board held in Ottawa, February 20, 1917, the Express Traffic Association of Canada, the Department of Agriculture, the Montreal Jockey Club, the Ontario Jockey Club, and certain other parties interested being represented at the hearing, and what was alleged; and upon the report and recommendation of the Chief Traffic Officer of the Board.—

It is ordered: That the express companies subject to the jurisdiction of the Board be, and they are hereby, authorized to amend the Express Classification for Canada so as to increase the weight upon which the express charges for the carriage of horses are based from 10,000 pounds to 12,000 pounds per carload.

D'ARCY SCOTT,

Assistant Chief Commissioner.

OTTAWA, June 6, 1917.

GENERAL ORDER No. 195.

In the matter of the complaints of the Board of Trade of Toronto, Pilkington Brothers, Limited, and the Consolidated Plate Glass Company of Canada, Limited, against the proposed increase in charges for cartage as contained in tariffs filed by the various railway companies:

File No. 18663.51.

Upon hearing the complaints at the sittings of the Board held in Toronto, April 14, 1917, the Toronto Board of Trade, Pilkington Brothers, Limited, the Grand Trunk and the Canadian Pacific Railway Companies, the Michigan Central Railroad Company, the Canadian Freight Association, the Dominion Transport Company, the

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Shedden Forwarding Company, and the Montreal Board of Trade being represented at the hearing, and what was alleged,—

It is ordered: That the companies' tariffs be amended by striking out the clause reading as follows:—

“Cartage charges will be collected on cartage freight upon the same basis of weights as assessed by the railway companies.”

and that there be substituted therefor the following:—

“Cartage charges will be collected on the basis of actual weight subject to the minimum provided in the Canadian Freight Classification.”

D'ARCY SCOTT,

Assistant Chief Commissioner.

OTTAWA, June 23, 1917.

GENERAL ORDER No. 196.

In the matter of Section 254 of the Railway Act, and the complaints filed with the Board against the use of barb wire in fences erected and maintained by railway companies in compliance with the requirements of the said section.

File No. 9994.251.

Upon reading and considering the objections filed.

It is Ordered:—

That, in municipalities where barb wire is prohibited, all railway companies subject to the jurisdiction of the Board be, and they are hereby, forbidden to use barb wire in the future construction or reconstruction of fences along their respective lines of railway: Provided that:—

1. Barbed wire may be strung along the top of woven wire fences in stock-range country.

2. Barbed wire may be strung along the top of close board fences to prevent trespassing.

3. Barbed wire may be used along the bottom of a woven wire fence, where it is necessary to fence against pigs.

H. L. DRAYTON,

Chief Commissioner.

OTTAWA, June 29, 1917.

GENERAL ORDER No. 197.

In the matter of the complaints of the Boards of Trade of Vancouver, Edmonton, and Winnipeg, the Saskatoon Branch of the Retail Merchants' Association of Canada, Inc., the Montreal Board of Trade, and the Canadian Manufacturers' Association against the proposed increase in the "rail and water" rates between Eastern and Western Canada:

File No. 27752.

Upon the matter having been set down for hearing at Victoria, Vancouver, Nelson, Calgary, Edmonton, Saskatoon, Winnipeg, and Fort William; and upon hearing what was alleged by the representatives of the Associated Boards of Trade of Eastern British Columbia and the Canadian Pacific Railway Company,—

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It is ordered: That the General Order of the Board No. 187, dated April 12, 1917, be, and it is hereby, rescinded; and the rates named in tariffs C.R.C. Nos. 1 and 2, published by G. C. Ransom, agent, are hereby allowed to become effective, with the exception of the rates on sugar to Port Arthur, Fort William, and Westfort, for furtherance.

And it is further ordered: That the present rail and water rates on sugar to Port Arthur, Fort William, and Westfort, for furtherance be, and the same are hereby, continued in effect until further order of the Board.

H. L. DRAYTON,

Chief Commissioner.

OTTAWA, July 6, 1917.

GENERAL ORDER NO. 198.

In the matter of the General Order of the Board No. 128, dated July 20, 1914, and the application of the Canadian Pacific and Grand Trunk Railway Companies for an extension of time until July 1, 1918, within which to make the changes required under said General Order No. 128.

File No. 11654.

Upon hearing the application at the sittings of the Board held in Toronto, June 13, 1917, in the presence of counsel for the applicant companies, the Canadian Northern Railway Company and representatives for the railway employees; the evidence offered and what was alleged and upon the report and recommendation of the Chief Operating Officer of the Board,—

It is ordered: That the railway companies subject to the jurisdiction of the Board be, and they are hereby, granted an extension of time until the first day of July, 1918, within which to make the changes required under the said General Order No. 128, dated July 20, 1914, the railway companies to continue their present practice of filing with the Board monthly reports of the progress made in complying with the requirements of the said Order.

H. L. DRAYTON,

Chief Commissioner.

OTTAWA, July 16, 1917.

GENERAL ORDER No. 199.

In the matter of the equipment of locomotive engines with electric headlights.

File No. 6511.

In pursuance of the powers conferred upon it by sections 30, 268, and 269 of the Railway Act and of all other powers possessed by the Board in that behalf, and upon the reports and recommendation of its Operating Officers, *it is ordered as follows:*

1. That every railway, subject to the legislative authority of the Parliament of Canada, be, and it is hereby, required to equip its locomotives used in road service, between sunset and sunrise, with headlights which will enable persons with normal vision in the cab of a locomotive, under normal weather conditions, to see a dark object the size of a man for a distance of 1,000 feet or more ahead of the locomotive; such headlight to be maintained in good condition.

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2. Every locomotive used in road service, which is regularly required to run backward for any portion of its trip, except to pick up a detached portion of its train, or in making terminal movements, to have on the rear a headlight which will meet the requirements of this order.

3. Nothing in these regulations shall prevent the use of a device whereby the light may be diminished in yards and at stations to an extent that will enable a person or persons operating the locomotive to see a dark object the size of a man for a distance of 300 feet or more ahead of the locomotive under normal weather conditions.

It is further ordered: That these regulations be, and they are hereby, made applicable to all new locomotives acquired for road service, and to all road locomotives given a general overhauling subsequent to the date of this order, and that all road locomotives of the railway companies within the legislative authority of the Parliament of Canada be equipped in conformity with the requirements of these regulations not later than the first day of January, 1921.

And it is further ordered: That every such railway company failing to comply with the requirements of the provisions of these regulations will be liable to a penalty of \$100 for each failure to comply therewith.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, July 24, 1917.

GENERAL ORDER NO. 200.

In the matter of the application of the Canadian Pacific Railway Company, under section 29 of the Railway Act, for an order amending order of the Board No. 3249, dated June 29, 1907, approving Canadian Freight Classification No. 13,

File No. 4364.

Upon reading the application and what was alleged in support thereof, and its appearing to the Board that the clause objected to does not provide definitely the penalty recoverable under the order,—

It is ordered: That the said order No. 3249 be, and it is hereby amended by striking out the clause in the order which reads:—

“That any person or company violating the provisions of section 400, subsection 1 of the Railway Act, shall, in addition to the regular toll be liable to pay to the company a further toll not exceeding fifty per centum of the regular charge.”

and substituting therefor the following clause, namely:—

“That any person or company violating the provisions of section 400, subsection 1, of the Railway Act, or any amendment thereto, shall in addition to the regular toll be liable to pay the company a further toll of fifty per centum of such regular charge.”

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, July 26, 1917.

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GENERAL ORDER No. 201.

In the matter of the application of the Canadian Car Service Bureau and of the Canadian Freight Association, for and on behalf of the railway companies subject to the jurisdiction of the Board and operating in Canada east and west of Port Arthur, Ont., respectively, for approval of a proposed code of Car Demurrage rules to supersede the "Canadian Car Service Rules" prescribed by the order of the Board No. 906 (General order No. 1), dated January 25, 1906:

File No. 1700

Notice of the application having been served, under the direction of the Board, upon different shippers' organizations affected; and upon hearing the application at the sittings of the Board held at the following places and upon the dates following, namely: Victoria, Vancouver, and Nelson, in the province of British Columbia; Calgary and Edmonton, in the province of Alberta; Saskatoon and Regina, in the province of Saskatchewan; Winnipeg, in the province of Manitoba; Fort William, Toronto, and Ottawa, in the province of Ontario; and Montreal, in the province of Quebec, on the 5th, 6th 16th 18th, 19th, 20th, 21st, 22nd, and 25th days of June, 1917, respectively, and on the 5th day of July, the Canadian Manufacturers' Association, the Calgary Board of Trade, the Canadian Freight Association, the Canadian Car Service Bureau, the Swift Canadian Company, the Ashdown Hardware Company, the Western Retail Lumbermen's Association, the Winnipeg Implement Dealers' Association, The Miller & Morse Hardware Company, the Winnipeg Plate Glass Company, the Macdonald Hardware Company, and the Canadian Pacific, Grand Trunk, Grand Trunk Pacific, and Canadian Northern Railway Companies being represented at one or the other of the said sittings, the evidence offered, and what was alleged; and upon reading the written submissions filed in support of the application and on behalf of the shippers' organizations and interests affected; and upon the recommendation of the Chief Traffic Officer of the Board,—

It is ordered: That the rules hereinafter set forth shall be known as the "Canadian Car Demurrage Rules", superseding the "Canadian Car Service Rules" prescribed by the order of the Board No. 906 (General order No. 1), dated January 25, 1906:—

RULE 1.—CARS SUBJECT TO THESE RULES.

Cars held for or by consignor or consignee for loading, unloading, forwarding directions, or for any other purpose.

Exceptions.

- (a) Private cars (loaded or empty) on private tracks of the car owner.
- (b) Empty private cars stored on carriers' or private tracks.
- (c) Cars containing freight for transshipment to vessel, when moving on through bill of lading and held at railway terminal awaiting boat.

RULE 2.—NOTIFICATION.

(a) Notice shall be sent or given the consignee by the carriers' agent in writing, or as otherwise agreed to in writing by carrier and consignee, with all despatch after arrival of the car and billing; such notice to show the point of shipment, car initials and number and the contents, also the initials and number of the original car if transhipped in transit. If notice is mailed the consignee shall be held to have been notified at 7 o'clock a.m. following the date of mailing.

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The carrier shall notify the consignee or his carter on application, where his car has been placed for unloading. Any time within the free-time allowance lost to the consignee by default of the carrier in giving such information shall be added to the free-time allowance.

(b) Delivery of cars upon private sidings or industrial interchange tracks shall constitute notification thereof to the consignee. If such delivery cannot be made owing to such tracks being fully occupied, or from any other cause beyond the control of the carrier, written notice of readiness so to deliver shall be given and shall constitute notification to the consignee for the purposes of these rules, in which case the free-time shall be computed from 7 o'clock a.m. of the first following day.

(c) In all cases where notice is required, by removing any part of the contents of the car the consignee shall be considered to have received such notice.

RULE 3.—FREE-TIME ALLOWANCE.

(a) Twenty-four hours (one day) after notice of arrival (exclusive of Sundays and legal holidays) shall be allowed for any or all of the following purposes, if necessary:

(1) For clearing customs.

(2) In the case of consignees not served by private sidings or industrial interchange tracks, to give orders for special placement.

(3) For reconsignment or reshipment in same car.

(4) When cars are held in transit for inspection or grading, or are stopped in transit to complete loading, to partly unload, or to partly unload and partly reload, when such privilege of stopping in transit is allowed in the tariffs of the carriers.

(b) If the twenty-four hours allowed for the above mentioned purposes are exceeded demurrage shall be charged.

(c) Forty-eight hours (two days) free-time (exclusive of Sundays and legal holidays) shall be allowed for loading or unloading all commodities.

Exceptions.

(1) In the portion of Canada, Port Arthur and west, in which the "Canada Grain Act" applies, twenty-four hours free-time only shall be allowed for loading grain.

(2) Five days free-time shall be allowed at Montreal and at tide-water ports for unloading lumber and hay for export.

(3) Manufacturers, lumbermen, miners, contractors and others, who have their own motive power and handle cars for themselves or others, shall be granted an additional allowance of the time necessary for them to do the switching from and to the designated interchange tracks, but not to exceed twenty-four hours.

RULE 4.—COMPUTING TIME.

(a) On cars held for loading, time shall be computed from the first 7 a.m. after placement until loading is completed and proper billing instructions are furnished, except that on cars placed for loading grain at stations west of and including Port Arthur free-time shall be computed under the provisions of "The Canada Grain Act."

(b) On cars held for disposal (see Rule 3a), time shall be computed from the first 7 a.m. after the day on which notice of arrival is sent or given to the consignee.

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(c) On cars held for unloading, time shall be computed from the first 7 a.m. following placement on public delivery tracks, provided notice of arrival has been sent or given to the consignee.

(d) On cars to be unloaded on private delivery tracks, time shall be computed from the first 7 a.m. after actual or constructive placement on such tracks.

(e) On cars to be loaded or unloaded on tracks of manufacturers, lumbermen, miners, contractors or others, who have their own motive power and handle cars for themselves or others, time shall be computed from the first 7 a.m. following actual or constructive placement on the interchange tracks until returned thereto. Cars returned loaded shall not be recorded released until billing instructions and other necessary data are furnished.

(f) When empty cars are placed for loading on orders and are not used, demurrage shall be charged from the first 7 a.m. after placement until released, without any free time allowance.

(g) When an empty foreign car is placed for loading via a specific route, so as to protect the ownership of the car according to the Car Service Rules, and when loaded is consigned by any other route, demurrage shall be charged until the car is unloaded and released, without any free time allowance.

(h) Time lost to the shipper or consignee through switching of cars, or through any other cause for which the railway company is responsible, shall be added to the free-time allowance.

(i) In computing free-time or demurrage time, Sundays and holidays shall be excluded. The exemption for holidays shall not include half holidays.

RULE 5.—WEATHER INTERFERENCE.

(a) If wet or inclement weather, according to local conditions, renders loading or unloading impracticable during business hours, or exposes the goods to damage, the free-time allowance shall be extended so as to give the full free time of suitable weather. If, however, the cars are not loaded or unloaded within the first forty-eight hours of suitable weather no additional free-time shall be allowed.

(b) Should bulk freight be so frozen in transit, or before placement, as to render unloading impossible within the prescribed free-time, such additional time shall be granted as may be necessary.

RULE 6.—BUNCHING.

(1) *Cars for loading.*—When, by reason of delay or irregularity of the carrier in filling orders, cars are bunched and placed for loading in accumulated numbers in excess of daily orders, the shipper shall be allowed such free-time for loading as he would have been entitled to had the cars been placed for loading as ordered.

(2) *Cars for unloading or reconsigning.*—When, as the result of the act or neglect of any carrier, cars destined for one consignee, at one point, are bunched at originating point, in transit, or at destination, and are delivered by the line carrier in accumulated numbers in excess of daily shipments, the consignee shall be allowed such free time as he would have been entitled to had the cars been delivered in accordance with the daily rate of shipment.

Claims for refund of demurrage under this rule to be presented to the carrier's agent within fifteen days.

RULE 7.—PLACEMENT.

(a) "Actual placement" is made when a car is placed in a reasonably accessible position for loading or unloading.

(b) Delivery of cars to private sidings or industrial interchange tracks shall be considered to have been made when such cars have been placed thereon,

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GENERAL ORDER No. 202.

In the matter of the proposed increased rates on grain and grain products in the portion of Canada east of and including Fort William, which were included in, and were subsequently withdrawn by the applicants from, the application of the railway companies for a general increase in freight rates in eastern Canada, known as the Eastern Rates Case, judgment and general order in which issued June 19, 1916; the said application with respect to grain and grain products having been renewed by tariffs filed by the companies and suspended by the order of the Board No. 26172, dated June 5, 1917:

File No. 17112-3.

Upon hearing the application at the sittings of the Board held in Ottawa, June 1, 1917, in the presence of counsel for the Canadian Pacific, Grand Trunk, and Canadian Northern Railway Companies, and what was alleged; and upon reading the further submissions filed, and the report and recommendations of the Chief Traffic Officer of the Board, judgment, dated July 17, 1917, was delivered by the Assistant Chief Commissioner, and concurred in by Commissioner Goodeve, a certified copy of the said judgment being attached hereto marked "A."

It is ordered: That the order of the Board No. 26172, dated June 5, 1917, be, and it is hereby, rescinded, and the tariffs enumerated therein are hereby authorized, subject to the changes to be made therein as set forth in the said judgment dated July 17, 1917, which is hereby made part of this order.

D'ARCY SCOTT,

Assistant Chief Commissioner.

OTTAWA, August 2, 1917.

GENERAL ORDER No. 203.

In the matter of the application of the Canadian Freight Association, for and on behalf of the railway companies subject to the jurisdiction of the Board, for approval of regulations for the transportation of dangerous articles other than explosives.

File No. 17117.1.

Upon hearing the matter at the sittings of the Board held in Ottawa, February 8, 1916, the Canadian Freight Association, the Canadian Manufacturers' Association, the Canadian Pacific, Grand Trunk, and Canadian Northern Railway Companies, the Michigan Central Railroad Company, the Boards of Trade of Toronto and Montreal, the Bureau of Explosives, the British American Oil Company, the Imperial Oil Company, the Dominion Match Company, the National Paint, Oil and Varnish Association, the National Chemical Company, the E. B. Eddy Company, the International Acetylene Association and Compressed Gas Manufacturers, the Compressed Gas Association, the Linds Air Products Company, the Pintsch Gas Compressing Company, the Prest-O-Lite Company, the Imperial Varnish and Colour Company, the Canadian Paint Association, the Brandram-Henderson Company, the Canada Paint Company, and Ramsay & Company being represented at the hearing, and what was alleged; and upon reading the further submissions filed, and the report and recommendation of the Chief Traffic Officer of the Board,—

It is ordered: That the said proposed regulations for the transportation by freight of dangerous articles other than explosives, as amended, marked "A" and certified

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by the secretary of the Board, on file with the Board under file No. 1717.1, be, and they are hereby, authorized, with the following exceptions, namely:—

(1) That all the restrictions pertaining to "Oil, described as 'oil,' or 'oil,' n.o.s.," or "petroleum oil," or "petroleum oil, n.o.s.," as described in the list at page 8 of the regulations, be struck out, except that paragraph 1-67 (c) be amended to provide for a certificate on the shipping order, over the signature of the shipper, or of his duly authorized agent, in the following terms: "This is to certify that the above-mentioned barrels contain.....oil only, and are in fit and proper condition for safe transportation."

(2) That the barrels at present in use for the carriage of wood alcohol, when labelled as required by the regulation pertaining thereto, be accepted for transportation, provided that the shipping order bear a certificate over the signature of the shipper, or of his duly authorized agent, in the following terms: "This is to certify that the above-mentioned barrels contain wood alcohol only, and are in fit and proper condition for safe transportation."

(3) That paragraph 1892 of the said regulations be amended to provide that when the necessary supplementary stripping to the car lining is furnished by the shipper, he shall be allowed therefor \$2.50 a car.

(4) That all reference to paints be eliminated from the said regulations.

D'ARCY SCOTT,

Assistant Chief Commissioner.

OTTAWA, August 11, 1917.

GENERAL ORDER No. 204.

In the matter of the application of the Canadian Freight Association, for and on behalf of the railway companies subject to the jurisdiction of the Board, for approval of revised regulations for the transportation of explosives.

File No. 1717.

Upon hearing the matter at the sittings of the Board held in Ottawa, February 8, 1916, the Canadian Freight Association, the Canadian Manufacturers' Association, the Toronto Board of Trade, the Bureau of Explosives, the Canadian Explosives, Limited, the Michigan Central Railroad Company, and the Canadian Pacific, Grand Trunk, and Canadian Northern Railway Companies being represented at the hearing, and what was alleged; and upon the consent of the Canadian Manufacturers' Association, the Canadian Explosives, Limited, and the Dominion Cartridge Company, Limited, filed,—

It is ordered: That the said revised regulations for the transportation of explosives, as amended and filed by letter dated December 16, 1916, from G. C. Ransom, Chairman, Canadian Freight Association, on file with the Board under file No. 1717, marked "A" and certified by the secretary of the Board, be, and they are hereby, authorized for the observance of the railway companies subject to the jurisdiction of the Board which accept explosives for carriage.

And it is further ordered: That the general orders of the Board No. 100, dated January 16, 1913, and No. 105, dated May 22, 1913, made herein, be, and they are hereby, rescinded.

D'ARCY SCOTT,

Assistant Chief Commissioner.

OTTAWA, August 11, 1917.

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GENERAL ORDER No. 205.

In the matter of the petition of the Alberta Pacific Grain Company, Limited, and others, for an order requiring the railway companies subject to the jurisdiction of the Board to stencil inches in box cars suitable for shipments of bulk grain.

File No. 20070.

Upon hearing the matter at the sittings of the Board held in Calgary, June 18, 1917, the petitioners, the Alberta Farmers' Co-Operative Association, and the Canadian Pacific, Canadian Northern, and Grand Trunk Pacific Railway Companies being represented at the hearing, and what was alleged,—

It is ordered: That the railway companies subject to the jurisdiction of the Board be, and they are hereby, required to stencil inches on the inside walls of cars used in the grain traffic in the provinces of Manitoba, Saskatchewan, and Alberta, so as to show the depth of grain loaded therein, one stencil on each side of each door and three or four feet therefrom; all such cars hereafter built to be so stencilled before going into service, and those now in service to be so stencilled from time to time when shopped for repairs.

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, August 15, 1917.

GENERAL ORDER NO. 206.

In the matter of General Order No. 203, dated August 11, 1917, authorizing Regulations for the Transportation by Freight of Dangerous Articles other than Explosives; and the application of the Canadian Manufacturers' Association for an order amending the said General Order No. 203.

File No. 1717.1.

Upon reading what is filed, and the report and recommendation of the Chief Traffic Officer of the Board,—

It is ordered: That the said General Order No. 203, dated August 11, 1917, be, and it is hereby, amended by striking out clause (4) thereof and substituting therefor the following:—

“(4) That all reference to paints and varnish be eliminated from the said Regulations.”

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, September 7, 1917.

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GENERAL ORDER No. 207.

In the matter of General Order No. 203, dated August 11, 1917, authorizing Regulations for the Transportation by Freight of Dangerous Articles other than Explosives, as amended by General Order No. 206, dated September 7, 1917; and the application of the Canadian Manufacturers' Association for a further Order amending the said General Order No. 203.

File No. 1717.1.

Upon reading what is filed, and the recommendation of the Chief Traffic Officer of the Board, the carriers consenting by letter from the chairman of the Canadian Freight Association, dated Montreal, October 22, 1917, -

It is ordered: That the said General Order No. 203, dated August 11, 1917, be, and it is hereby, further amended by striking out all that portion of clause (1) following the words "be struck out" in the fourth line, to the end of the clause, -

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, October 26, 1917.

GENERAL ORDER No. 208.

In the matter of the General Order of the Board No. 152, dated November 2, 1915, authorizing a scale of tolls chargeable by railway companies for the use of refrigerator cars for the carriage of vegetables, in carload lots; and the General Order of the Board No. 153, dated October 26, 1916, rescinding the said General Order No. 152.

And in the matter of the applications of the railway companies for renewal of the tolls authorized by the said General Order No. 152 by a refiling of tariffs showing the said tolls; and the application of the Toronto Board of Trade that the railway companies be required to justify the said proposed tolls.

File No. 18855.8.

Upon hearing the applications at the sittings of the Board held in Ottawa, April 17, 1917, the railway companies and the Toronto Board of Trade being represented, and what was alleged; and upon reading the report of the Chief Traffic Officer of the Board, -

It is ordered: That the said General Order No. 153, dated October 26, 1916, be, and it is hereby, rescinded in so far as it rescinds the General Order of the Board No. 152, dated November 2, 1915; and that the tolls for the use of refrigerator cars for the carriage of vegetables, provided by the said tariffs refiled and as authorized by the said General Order No. 152, be, and they are hereby, allowed.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, October 25, 1917.

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GENERAL ORDER No. 209.

In the matter of Supplement No. 10, consolidating and replacing the previous supplements to the Canadian Freight Classification No. 16.

File No. 19367.75.

The railway companies, as represented by G. C. Ransom, chairman of the Canadian Freight Association, having published and filed a consolidation of the various supplements to the Canadian Freight Classification, and its appearing to be beneficial to all parties,—

It is ordered: That Supplement No. 10 to the Canadian Freight Classification No. 16, cancelling and superseding Supplements Nos. 1, 3, 4, 5, 6A, 7, 8, and 9, all of which were approved by Orders of the Board, be, and the same is hereby, approved.

H. L. DRAYTON,

Chief Commissioner.

OTTAWA, November 13, 1917.

GENERAL ORDER No. 210.

In the matter of the complaints of the Winnipeg, Calgary, Regina, and Saskatoon Boards of Trade and the Canadian Manufacturers' Association against the Tariffs, C.R.C. Nos. 3 and 4, effective September 1, 1917, filed on behalf of the railway companies by G. C. Ransom, agent, providing increased all-rail freight rates from Eastern Canada to points west of and including Port Arthur; and applying for an Order suspending the said tariffs.

File No. 28110.

Upon hearing the applications at the sittings of the Board held in Calgary, October 15, Edmonton, October 16, Saskatoon, October 17, Regina, October 18, Winnipeg, October 19, and Fort William, October 20, 1917, the Boards of Trade of Calgary, Edmonton, Saskatoon, North Battleford, Regina, Moosejaw, Winnipeg, and Fort William, the Canadian Pacific, Canadian Northern, Grand Trunk Pacific, and the Edmonton, Dunvegan and British Columbia Railway Companies, the Canadian Manufacturers' Association, the Hardware Section of the Calgary Board of Trade, the Retail Merchants' Association of Saskatchewan, the Wholesalers of Saskatoon, the Province of Manitoba, and the Canadian Council of Agriculture being represented at the hearings, and what was alleged; and upon the report of the Chief Traffic Officer of the Board,—

It is ordered: That the complaints be, and they are hereby, dismissed.

D'ARCY SCOTT,

Assistant Chief Commissioner.

OTTAWA, November 13, 1917.

GENERAL ORDER NO. 211.

In the matter of the complaint of the Canadian Lumbermen's Association and others against the increased carload minimum weights for lumber, both domestic and export, published to take effect on varying dates since April 22, 1917.

File No. 19475.43.

Upon hearing the complaint at the sittings of the Board held in Ottawa, July 17, 1917, the Canadian Lumbermen's Association, the Canadian Manufacturers' Associa-

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tion, the Canadian Freight Association, the Boards of Trade, of Montreal and Toronto, the R. Laidlaw Lumber Company, Limited, the Montreal Lumber Association and the Canadian Pacific, Grand Trunk, and Canadian Northern Railway Companies being represented at the hearing, and what was alleged; and upon the reports of the Traffic and Operating Departments of the Board,—

It is ordered: That the carload minimum weights for lumber, for domestic consumption or for export, be as follows, namely:—

For closed cars under 35 feet in length, inside measurement.	35,000 pounds.
Except that when cars loaded to full capacity will not contain 35,000 pounds, the minimum will be the actual weight, but not less than.	30,000 pounds.
For closed cars, 35 feet and not over 36 feet, 6 inches in length, inside measurement.	40,000 pounds.
Except that when cars loaded to full capacity will not contain 40,000 pounds, the minimum will be the actual weight, but not less than.	35,000 pounds.

The term "full capacity" to permit a space of 12 inches between the top of the load and the earlines or rafters of the car.

And it is further ordered: That the schedules to give effect to this Order come into force not later than January 1, 1918.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, December 10, 1917.

GENERAL ORDER No. 212.

In the matter of the applications of the Canadian Northern, Toronto, Hamilton and Buffalo, Grand Trunk, Grand Trunk Pacific, Canadian Pacific, New York Central, Kettle Valley, and Great Northern Railway Companies and the Michigan Central and Pere Marquette Railroad Companies, on behalf of themselves and other railway companies operating in Canada subject to the jurisdiction of the Board for a recommendation to the Governor in Council, under The War Measures Act, being Chapter 2 of the Statutes of Canada for the year 1914 (second session), permitting all such railway companies to make a general advance in their tariffs of tolls of fifteen per cent on all class and commodity freight rates, except coal, and on all passengers fares; and a specific increase of fifteen cents per ton on coal.

File No. 27840.

Upon hearing the matter at the sittings of the Board held in Victoria, Vancouver, Nelson, Calgary, Edmonton, Saskatoon, Regina, Winnipeg, Fort William, Toronto, Montreal and Ottawa on the 5th, 6th, 16th, 18th, 19th, 20th, 21st, 22nd, 25th, 12th and 29th days of June, 1917, and the 10th day of January, 1918, respectively, in the presence of counsel for and representatives of the Canadian Pacific, Grand Trunk, Grand Trunk Pacific, Canadian Northern, and New York Central Railway Companies, the Michigan Central Railroad Company, the Boards of Trade of Vancouver, Nelson, Calgary, Edmonton, Saskatoon, Regina, Winnipeg, Toronto, Montreal, and Kitchener, the Canadian Manufacturers' Association, Kitchener Manufacturers' Association, British Columbia Lumber & Shingle Manufacturers, Limited, Wholesale Lumbermen's Association of Winnipeg, Rat Portage Lumber Company, Limited, the Adolph

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Lumber Company, Retail Coal Dealers, Retail Merchants Association of Canada (Manitoba branch), Canadian Credit Men's Association, Winnipeg Implement Association, Stone Dealers' Association, St. Catharines Fruit Growers' Association, Willow Point District Fruit Growers' Association, Kootenay Fruit Growers' Union, United Farmers of the West, United Farmers of Ontario, Saskatchewan Grain Growers' Association, Northwest Grain Dealers' Association, Winnipeg Grain Exchange, Saskatoon Co-operative Elevator Company, Dominion Livestock Record Board, Western Livestock Association, Canadian Council of Agriculture, Council of Trail, City of Winnipeg, Province of Manitoba, Department of Public Highways for Ontario, Associated Boards of Trade of Eastern British Columbia, Dominion Cannery, Price Brothers, and J. H. Ashdown & Company, the evidence adduced, and what was alleged; and upon reading the written submissions filed, judgments dated December 26, 1917, and January 15, 1918, were delivered by the Chief Commissioner and concurred in by the members of the Board who sat in the original hearings, certified copies of the said judgments, marked "A" and "B" respectively being attached hereto; and General Order No. 213, dated December 26, 1917, prescribing the standard maximum mileage tolls under the terms of the Judgment of December 26, 1917, having issued.—

It is ordered: That, subject to the provisions of the Crow's Nest Pass agreement and the said judgment of December 26, 1917, which is hereby made part of this Order, the special freight tariffs issued under the authority of the judgment, except those applying on wheat, in earloads, to Port Arthur and Fort William, be, and they are hereby, required to be published and filed at least five days previous to the date on which they are to become effective, which date shall not be earlier than February 1, 1918.

And it is further ordered: That the rates authorized by the judgment to be charged on wheat, in earloads, to Port Arthur and Fort William only, may be made effective not earlier than June 1, 1918.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, January 15, 1918.

GENERAL ORDER No. 213.

In the matter of the applications of the Canadian Northern, Toronto, Hamilton and Buffalo, Grand Trunk, Grand Trunk Pacific, Canadian Pacific, New York Central, Kettle Valley, and Great Northern Railway Companies and the Michigan Central and Pere Marquette Railroad Companies, on behalf of themselves and other railway companies operating in Canada, subject to the jurisdiction of the Board, for a recommendation to the Governor in Council, under the War Measures Act, being Chapter 2 of the Statutes of Canada for the year 1914 (second session), permitting all such railway companies to make a general advance in their tariffs of tolls of 15 per cent on all class and commodity freight rates, except coal, and on all passenger fares, and a specific increase of 15 cents per ton on coal.

File No. 27840.

Upon hearing the matter at the sittings of the Board held in Victoria, Vancouver, Nelson, Calgary, Edmonton, Saskatoon, Regina, Winnipeg, Fort William, Toronto, and Montreal, on the 5th, 6th, 16th, 18th, 19th, 20th, 21st, 22nd, 25th, 12th and 20th days of June, 1917, respectively, in the presence of counsel for and representatives of the Canadian Pacific, Grand Trunk, Grand Trunk Pacific, Cana-

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dian Northern, and New York Central Railway Companies, the Michigan Central Railroad Company, the Boards of Trade of Vancouver, Nelson, Calgary, Edmonton, Saskatoon, Regina, Winnipeg, Toronto, Montreal, and Kitchener, the Canadian Manufacturers' Association, Kitchener Manufacturers' Association, British Columbia Lumber and Shingle Manufacturers, Limited, Rat Portage Lumber Company, Limited, The Adolph Lumber Company, Retail Coal Dealers, Retail Merchants' Association of Canada (Manitoba Branch), Canadian Credit Men's Association, Winnipeg Implement Association, Stone Dealers' Association, St. Catharines Fruit Growers' Association, Willow Point District Fruit Growers' Association, Kootenay Fruit Growers' Union, United Farmers of Ontario, Saskatchewan Grain Growers' Association, Dominion Livestock Record Board, Western Livestock Association, Canadian Council of Agriculture, Department of Public Highways for Ontario, the Council of Trail, City of Winnipeg, Provincial Government of Manitoba, Associated Boards of Trade of Eastern British Columbia, Dominion Cannery, and Price Brothers, the evidence adduced, and what was alleged; and upon reading the written submissions filed, judgment, dated December 26, 1917, was delivered by the Chief Commissioner and concurred in by the other members of the Board, a certified copy of the said judgment being attached hereto marked "A."—

It is ordered: That, subject to the provisions of the Crow's Nest Pass Agreement and to the provisions of the said judgment, the standard tariffs of maximum enlauge tolls approved by the Board to be charged between stations on the individual steam railway systems subject to its jurisdiction, may, by new tariffs to be submitted for the Board's approval and publication in the *Canada Gazette* as required by sections 327 and 331 of the Railway Act, and following such approval and publication made effective not earlier than the 1st day of February, 1918, be increased as follows, namely:—

Standard passenger tariffs applying between stations on railways east of and including Thornton, Alta., and east of and including the lines of the Canadian Northern Railway between Edmonton and Athabaska and the Canadian Pacific Railway between Edmonton and Macleod, through Calgary, where the existing standard toll is less than three and one-half cents per mile, by 15 per cent, subject to a maximum toll of three and forty-five hundredths cents per mile.

Standard freight tariffs in the province of Alberta west of and including Cammore and Edson, and in the province of British Columbia, excepting between ports of call on the Arrow, Shocan, Kootenay and Okanagan lakes and the Columbia river, also the standard freight tariff of the Edmonton, Dunvegan and British Columbia Railway Company, by 10 per cent.

Standard freight tariffs of railways east of and including Crow's Nest, British Columbia, Cammore, Alberta, Nordegg, Alberta, and Edson, Alberta, also those applying between ports of call on the Arrow, Shocan, Kootenay and Okanagan lakes and the Columbia river, by 15 per cent.

And it is further ordered: That, in the interest of uniformity, the only fractional rate (if used) in the said standard freight tariffs be the half-cent, to be accounted the equivalent, inclusively, of twenty-five hundredths to seventy-four hundredths of a cent.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, December 26th, 1918.

SESSIONAL PAPER No. 20c

GENERAL ORDER No. 214.

In the matter of the application of the undermentioned railway companies for approval of their Standard Passenger tariffs of maximum mileage tolls.

File No. 27840.20.

Standard Passenger Tariffs having been filed on the basis permitted by the Board in its General Order No. 213, dated December 26, 1917:—

It is ordered: That the following standard tariffs of maximum mileage tolls for the carriage of passengers be, and they are hereby, approved; the said tariffs, together with a reference to this Order, to be published in at least two consecutive weekly issues of the *Canada Gazette*.

Canadian Northern Railway.. . . .	C.R.C. No.	W-1492
Canadian Northern Railway.. . . .	C.R.C. No.	E-1064
Canadian Pacific Railway.. . . .	C.R.C. No.	E-3187
Central Vermont Railway.. . . .	C.R.C. No.	502
Dominion Atlantic Railway.. . . .	C.R.C. No.	404
Grand Trunk Railway.. . . .	C.R.C. No.	E-2669
Grand Trunk Pacific Railway.. . . .	C.R.C. No.	660
Glengarry and Stormont Railway.. . . .	C.R.C. No.	2
Halifax and South Western Railway.. . . .	C.R.C. No.	P-77
Michigan Central Railroad.. . . .	C.R.C. No.	2441
Napierville Junction Railway.. . . .	C.R.C. No.	92
New York Central Railroad.. . . .	C.R.C. No.	N.Y.C. 494
Pere Marquette Railroad.. . . .	C.R.C. No.	580
Quebec, Montreal and Southern Railway..	C.R.C. No.	262
Toronto, Hamilton and Buffalo Railway..	C.R.C. No.	1209

H. L. DRAYTON,

Chief Commissioner.

OTTAWA, January 10, 1918.

GENERAL ORDER No. 214-A.

In the matter of the application of the undermentioned railway companies for approval of their Standard Passenger tariffs of maximum mileage tolls.

File No. 27840.20.

Standard passenger tariffs having been filed on the basis permitted by the Board in its General Order No. 213, dated December 26, 1917:—

It is ordered: That the following standard tariffs of maximum mileage tolls for the carriage of passengers be, and they are hereby, approved; the said tariffs, together with a reference to this Order, to be published in at least two consecutive weekly issues of *The Canada Gazette*:—

Great Northern Railway.. . . .	C.R.C. No.	1161
Maine Central Railroad.. . . .	C.R.C. No.	214
Temiscouata Railway.. . . .	C.R.C. No.	66
Wabash Railway.. . . .	C.R.C. No.	996

H. L. DRAYTON,

Chief Commissioner.

OTTAWA, January 17, 1918.

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GENERAL ORDER No. 214-B.

In the matter of the application of the undermentioned railway companies for approval of their Standard Passenger Tariffs of maximum mileage tolls.

File No. 27840.20.

Standard passenger tariffs having been filed on the basis permitted by the Board in its General Order No. 213, dated December 26, 1917,—

It is ordered: That the following standard tariffs of maximum mileage tolls for the carriage of passengers be, and they are hereby, approved; the said tariffs, together with a reference to this order, to be published in at least two consecutive weekly issues of the *Canada Gazette*:—

Boston and Maine Railroad.	C.R.C. No. 305
Moncton and Buctouche Railway.	C.R.C. No. 27

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, January 24, 1918.

GENERAL ORDER No. 214-C.

In the matter of the application of the undermentioned railway companies for approval of their Standard Passenger Tariffs of maximum mileage tolls:

File No. 27840.20.

The said standard passenger tariffs, issued to take effect March 15, 1918, having been filed on the basis permitted by the Board in its General Order No. 213, dated December 26, 1917, —

It is ordered: That, subject to the provisions of Order in Council No. P.C. 229, dated January 30, 1918, and such other Order in Council as may be issued, the following standard tariffs of maximum mileage tolls for the carriage of passengers be, and they are hereby, approved; the said tariffs, together with a reference to this order, to be published in at least two consecutive weekly issues of *The Canada Gazette*:

Elgin and Havelock Railway.	C.R.C. No. 5
Northern Pacific Railway.	C.R.C. No. 317

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, February 25, 1918.

GENERAL ORDER No. 215.

In the matter of the application of the undermentioned railway companies for approval of their Standard Freight Tariffs of Maximum Mileage Tolls.

File No. 27840.21.

The said Standard freight tariffs having been filed on the basis permitted by the Board in its General Order No. 213, dated December 26, 1917,

SESSIONAL PAPER No. 20c

It is ordered: That the following Standard freight tariffs of maximum mileage tolls be, and they are hereby, approved; the rate scales of the said tariffs to be published in at least two consecutive weekly issues of *The Canada Gazette* and preceded by the following notice:—

The undermentioned standard freight tariffs having been filed for the approval of the Board of Railway Commissioners for Canada, and being found by the Board to be in accordance with its General Order No. 213, dated December 26, 1917, and having been approved by the General Order of the Board No. 215, dated January 17, 1918, the rate scales thereof are hereby published as required by section 327 of the Railway Act:—

Algoma Central and Hudson Bay Railway.. . . .	C.R.C. No.	441
Algoma Eastern Railway.. . . .	C.R.C. No.	195
Atlantic, Quebec and Western Railway.. . . .	C.R.C. No.	20
Boston and Maine Railroad.. . . .	C.R.C. No.	1842
Canadian Northern Railway.. . . .	C.R.C. No. W-1052	
Canadian Northern Railway.. . . .	C.R.C. No. E-1007	
Canadian Pacific Railway.. . . .	C.R.C. No. W-2300	
Canadian Pacific Railway.. . . .	C.R.C. No. E-3379	
Central Vermont Railway.. . . .	C.R.C. No.	1204
Dominion Atlantic Railway.. . . .	C.R.C. No.	552
Edmonton, Dunvegan and British Columbia Railway.. .	C.R.C. No.	65
Esquimalt and Nanaimo Railway.. . . .	C.R.C. No.	371
Glengarry and Stormont Railway.. . . .	C.R.C. No.	80
Grand Trunk Railway.. . . .	C.R.C. No. E-3735	
Grand Trunk Pacific Railway.. . . .	C.R.C. No.	244
Great Northern Railway—		
Manitoba, Great Northern Railway.. . . .	C.R.C. No.	1352
Brandon, Saskatchewan and Hudson Bay Railway..	C.R.C. No.	1353
Crows Nest Southern Railway.. . . .	C.R.C. No.	1354
New Westminster Southern Railway.. . . .	}	C.R.C. No. 1355
Nelson and Fort Sheppard Railway.. . . .		
Vancouver, Victoria and Eastern Railway and Navigation Company.. . . .		
Red Mountain Railway.. . . .		
Kettle Valley Railway.. . . .	}	C.R.C. No. V-50
Victoria and Sydney Railway.. . . .		
Halifax and South Western Railway.. . . .	C.R.C. No.	F-51
Kettle Valley Railway.. . . .	C.R.C. No.	139
Maine Central Railroad.. . . .	Supplement 2 to	C.R.C. No. C-1184
Michigan Central Railroad.. . . .	C.R.C. No.	2735
Napierville Junction Railway.. . . .	C.R.C. No.	191
New York Central Railroad.. . . .	C.R.C. No.	1225
New York Central Railroad.. . . .	C.R.C. No.	1226
Pere Marquette Railway.. . . .	C.R.C. No.	2141
Quebec, Montreal and Southern Railway.. . . .	C.R.S. No.	610
Quebec Oriental Railway.. . . .	C.R.C. No.	29
Temiscouata Railway.. . . .	C.R.C. No.	300
Thousand Islands Railway.. . . .	C.R.C. No.	332
Toronto, Hamilton and Buffalo Railway.. . . .	C.R.C. No.	1192

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, January 18, 1918.

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GENERAL ORDER No. 215-A.

In the matter of the application of the undermentioned railway companies for approval of their Standard Freight Tariffs of Maximum Mileage Tolls.

File No. 27840.21.

The said standard freight tariffs having been filed on the basis permitted by the Board in its General Order No. 213, dated December 26, 1917, —

It is ordered: That the following standard freight tariffs of maximum mileage tolls be, and they are hereby, approved; the said tariffs, together with reference to this Order, to be published in at least two consecutive weekly issues of *The Canada Gazette*.

Moneton and Buctouche Railway, C.R.C. No. 29
Quebec Railway, Light and Power Company, . . . C.R.C. No. 103

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, January 24, 1918.

GENERAL ORDER No. 215-B.

In the matter of the application of the undermentioned railway companies for approval of their Standard Freight Tariffs of Maximum Mileage Tolls.

File No. 27840.21.

The said standard freight tariffs, issued to take effect March 15, 1918, having been filed on the basis permitted by the Board in its general order No. 213, dated December 26, 1917, —

It is ordered: That, subject to the provisions of Order in Council No. P.C. 220, dated January 30, 1918, and such other Order in Council as may be issued, the following standard freight tariffs of maximum mileage tolls be, and they are hereby, approved; the said tariffs, together with a reference to this order, to be published in at least two consecutive weekly issues of *The Canada Gazette*:

Elgin and Havelock Railway, C.R.C. No. 5
Essex Terminal Railway, C.R.C. No. 457
Northern Pacific Railway, C.R.C. No. 376

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, February 25, 1918.

GENERAL ORDER No. 215-C.

In the matter of the application of the Oshawa Railway Company for approval of its Standard Freight Tariffs of maximum mileage tolls.

File No. 27840.21.

The said Standard Freight Tariff having been filed on the basis permitted by the Board in its General Order No. 213, dated December 26th, 1917—

SESSIONAL PAPER No. 20c

It is ordered: That the Standard Freight Mileage Tariff of the Oshawa Railway Company, C.R.C. No. 15, dated to become effective April 15th, 1918, be, and the same is hereby, approved; the said tariff, with a reference to this Order, to be published in at least two consecutive weekly issues of *The Canada Gazette*.

H. L. DRAYTON,

Chief Commissioner.

OTTAWA, April 2, 1918.

GENERAL ORDER No. 216.

In the matter of the General Order of the Board No. 188, dated April 23, 1917, prescribing regulations for the Uniform Maintenance of Way Flagging Rules for Impassable Track, for the observance of every railway company within the legislative authority of the Parliament of Canada.

File No. 4135.25.

Upon reading the submissions filed, and the report and recommendation of the Chief Operating Officer of the Board,—

It is ordered: That the said General Order No. 188, dated April 23, 1917, be, and it is hereby, amended by adding after the words "Frequent service shall mean nine or more trains per diem," near the end of the Order, the words, "Fast train service shall mean a service at a speed of thirty-five miles or more an hour."

H. L. DRAYTON,

Chief Commissioner.

OTTAWA, January 24, 1918.

GENERAL ORDER No. 217.

In the matter of the complaints of the Canadian Manufacturers' Association and the Toronto Board of Trade against the proposal of the railway companies, by schedules filed to become effective October 15, 1917 (Michigan Central, November 1, 1917), to increase the aggregate minimum weight of less-than-carload shipments of fresh meat, dressed poultry, packing-house products, butter, and eggs, when loaded in refrigerator cars on private sidings in Eastern Canada, from 9,000 to 15,000 pounds per car, the said schedules having been suspended by the Order of the Board No. 26634, dated October 13, 1917.

File No. 18855-22.

Upon hearing the complaints at the sittings of the Board held in Ottawa, November 20, 1917, the Canadian Manufacturers' Association, the Toronto Board of Trade, and the Canadian Pacific, Grand Trunk, and Canadian Northern Railway Companies being represented at the hearing, and what was alleged; and upon reading the further written submissions filed,—

It is ordered: That the railway companies in Eastern Canada subject to the jurisdiction of the Board be, and they are hereby, granted leave to increase the aggregate minimum weight of less-than-carload shipments of fresh meat, dressed poultry, packing-house products, butter, and eggs, when loaded in refrigerator cars on private sidings, from 9,000 to 12,000 pounds per car.

D'ARCY SCOTT,

Assistant Chief Commissioner.

OTTAWA, January 28, 1918.

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GENERAL ORDER No. 218.

In the matter of the General Order of the Board No. 78, dated July 14, 1911, as amended by General Order No. 106, dated June 27, 1913, and Order No. 24893, dated March 16, 1916, prescribing the rules and instructions for the inspection and testing of locomotive boilers and their appurtenances, to be adopted by the railway companies subject to the jurisdiction of the Board.

File No. 16513.

Upon the report and recommendation of the Mechanical Expert of the Board, concurred in by its Chief Operating Officer; and upon reading the submissions filed,—

It is ordered: That the said General Order No. 78 (Order No. 14145), dated July 14, 1911, be modified as follows, namely:—

1. *Rule 5, Flues to be removed.* All flues of boilers in service, except as otherwise provided, shall be removed at least once in every four years, and a thorough examination shall be made of the entire interior of the boiler. After flues are taken out, the inside of the boiler must have the scale removed and be thoroughly cleaned.

2. *Rule 11, Lagging to be removed.* The date for the removal of lagging for the purpose of inspecting the exterior of locomotive boilers, as provided by rule 11, except where indications of leaks exist, shall be advanced until December 31, 1918.

3. *Rules 16 and 17.* Each time a hydrostatic test is applied the hammer test required by rules 16 and 17 shall be made while the boiler is under hydrostatic pressure, not less than the allowed working pressure, and proper notation of such test made on form No. 1.

4. *Rule 18, Method of testing flexible stay bolts with caps.* All flexible staybolts having caps over the outer ends shall have the caps removed at least once every two years, and also whenever the Board's inspector or the railway company's inspector considers the removal desirable in order thoroughly to inspect the staybolts. The fire-box sheets should be examined carefully at least once a month, to detect any bulging or indications of broken staybolts.

5. That the modifications herein provided for remain in effect until December 31, 1918.

DARCY SCOTT,

Assistant Chief Commissioner.

OTTAWA, February 11, 1918.

GENERAL ORDER No. 219.

In the matter of the General Orders of the Board Nos. 95 and 160, dated respectively November 2, 1912, and February 24, 1916, requiring railway companies subject to the jurisdiction of the Board, whenever in a such company issues an embargo against any train, to file with the Board a copy of such embargo within forty-eight hours thereafter.

File No. 19801.

Whereas the American Railway Association and the Canadian Railway Association for National Defence have adopted general regulations to expedite the transmission and handling of embargoes;

SESSIONAL PAPER No. 20c

Upon reading the said regulations; and upon the report and recommendation of the Chief Operating Officer of the Board,—

It is ordered: That the said General Orders Nos. 95 and 160 be amended to provide that during the existence of the Canadian Railway Association for National Defence and the continuance of the zone divisions under chairmen, as provided by the said regulations, the zone chairmen shall file copies of all embargo notices to the secretary of the Board, within the time limited by the said General Orders; and that the railway companies be relieved from filing such notices, as required by the said General Orders.

And it is further ordered: That this Order shall be and remain effective for the period the Canadian Railway Association for National Defence continues in existence and the regulations covered by the General Order of the American Railway Association, No. C.S. 17 and the circular of the Canadian Railway Association for National Defence, dated January 28, 1918 are operative.

D'ARCY SCOTT,

Assistant Chief Commissioner.

OTTAWA, February 9, 1918.

GENERAL ORDER No. 220.

In the matter of the applications of J. Coughlan & Sons, Vancouver, and the Canadian Retail Coal Association (Ontario) for a ruling by the Board in connection with Rule 3 of the Car Demurrage Code.

File Nos. 1700.199 and 1700.207.

Upon the report and recommendation of the Chief Traffic Officer of the Board, and reading what is filed,—

It is ordered: That the following clause be added to Rule 3 of the Canadian Car Demurrage Rules, namely:

“(d) Delays beyond the free periods allowed for any two or more purposes under this rule shall be aggregated and charged for in accordance with Rule 9, unless reconsignment effects actual transfer of ownership of the goods, in which case the charge against the new consignee for delay beyond the free unloading period shall begin with the lowest toll.”

H. L. DRAYTON,

Chief Commissioner.

OTTAWA, February 11, 1918.

GENERAL ORDER No. 221.

In the matter of the application of the Canadian Manufacturers' Association for an order disallowing the increased carload minimum weights of tan bark, published in Supplement No. 8 to the Canadian Pacific Railway Company's Tariff C.R.C. No. E-3225, and Supplement No. 1 to the Grand Trunk Railway Company's Tariff C.R.C. No. E-3777.

File No. 19475.41.

Upon hearing the application at the sittings of the Board held in Ottawa, November 20, 1917, the Canadian Manufacturers' Association, the Canadian Freight Associa-

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tion, and the Grand Trunk, Canadian Pacific and Canadian Northern Railway Companies being represented at the hearing, and what was alleged; and upon reading the further submissions filed.—

It is ordered: That the minimum earload weights of tan bark, when carried under special commodity tariffs, be as follows, namely:—

For cars not over 30 feet 6 inches in length, inside or platform measurement, 21,000 pounds.

For cars over 30 feet 6 inches and not over 34 feet 6 inches in length, inside or platform measurement, 23,000 pounds.

For cars over 34 feet 6 inches and not over 36 feet 6 inches in length inside measurement for box and stock cars, and not over 36 feet 10 inches platform measurement for flat cars, 28,000 pounds.

And it is further ordered: That the schedules to give effect to this order be published and filed to take effect not later than the 11th day of March, 1918.

D'ARCY SCOTT,

Assistant Chief Commissioner.

OTTAWA, February 26, 1918.

GENERAL ORDER No. 222.

In the matter of the complaint of the Canadian Manufacturers' Association, on behalf of the packing industry, that railway companies refuse to accept oleomargarine as part of the minimum weight of packing-house products, loaded in so-called pedlar cars on private sidings.

File No. 18855.22.1.

Upon hearing the complaint at the sittings of the Board held in Ottawa, March 19, 1918, the Canadian Manufacturers' Association, the Canadian Freight Association, the Toronto Board of Trade, the Pere Marquette Railroad Company, and the Canadian Pacific, Grand Trunk, and Canadian Northern Railway Companies being represented at the hearing, and what was alleged,—

It is ordered: That the tariffs of the said railway companies providing for the transportation of packing-house products, fresh meats, and other articles in pedlar cars, be revised so as to include oleomargarine as a packing-house product.

H. L. DRAYTON,

Chief Commissioner.

OTTAWA, March 19, 1918.

SESSIONAL PAPER No. 20c

GENERAL ORDER No. 223,

In the matter of the General Order of the Board No. 204, dated August 11, 1917, authorizing for the observance of the railway companies subject to the jurisdiction of the Board which accept explosives for carriage, the revised regulations for the transportation of explosives, as amended and filed by letter dated December 16, from G. C. Ransom, chairman of the Canadian Freight Association, on file with the Board under file No. 1717, marked "A."

Upon reading what is filed on behalf of the Canadian Freight Association, —

It is ordered: That paragraph No. 1644, (b) and (c), of the said Regulations for the Transportation of Explosives, as authorized by the said General Order No. 204, dated August 11, 1917, be, and it is hereby, amended to read as follows, namely:—

"1644 (b). Dangerous Explosives for which a certified and placarded car is prescribed (see paragraph 1631), must not be loaded higher than the car lining.

"(c) When the lading of a car consists of or includes explosives, the weight of the lading should be distributed so that it will be equalized on each side of the car and over the trucks."

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, March 28, 1918.

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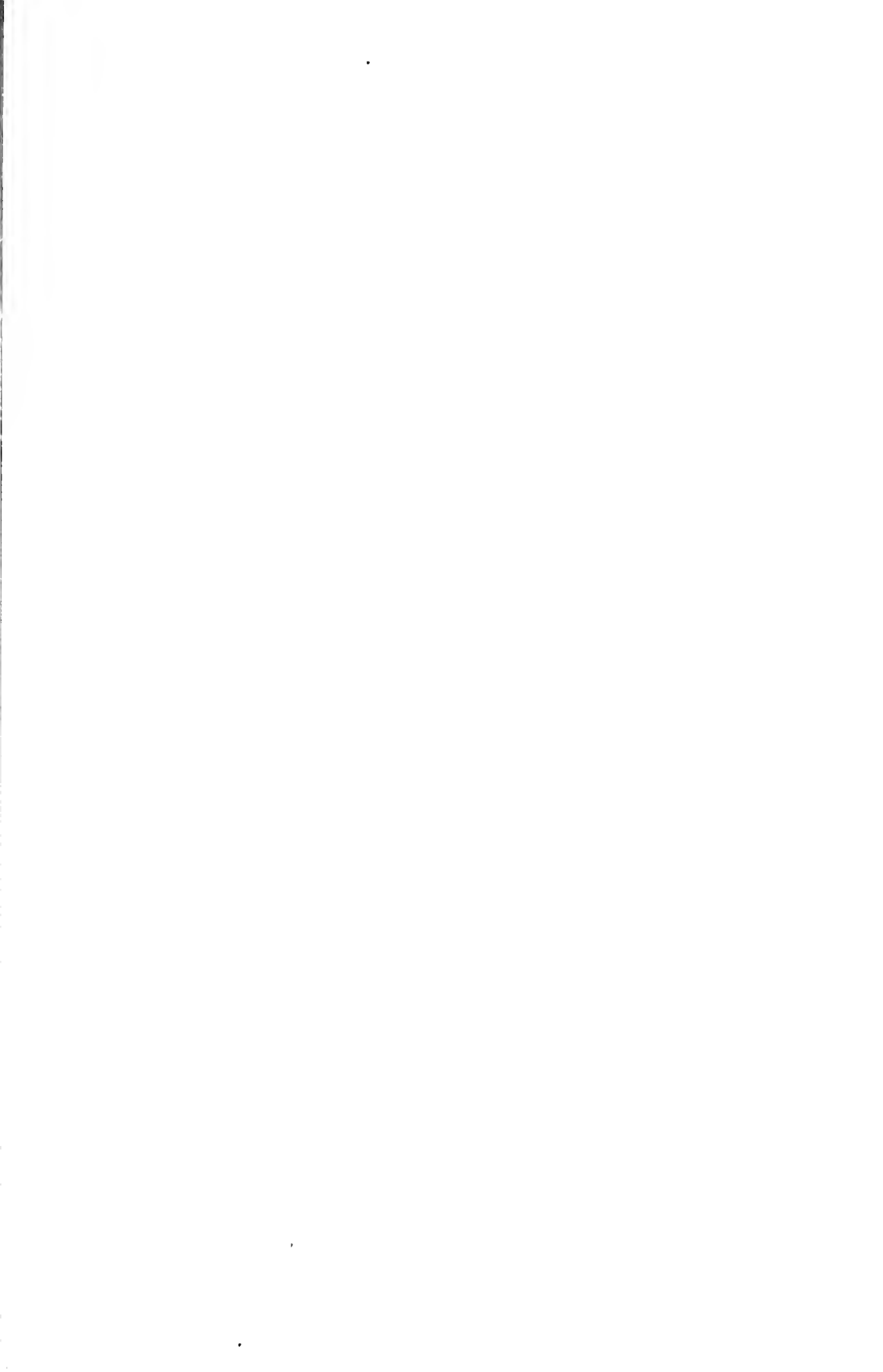
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