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Return <i>re</i> dismissal of all public officers by present Govt. in Co. of Nicolet, since Oct., 1911, to April 28, 1913. . . . .	Return <i>re</i> dismissal of Mr. Hicks from Customs Service, Bridgetown, N.S., &c. . . . .
44(3d)	44(3z)
Return <i>re</i> dismissal of all public officers in constituency of Victoria, Alta., to 29th Jan., 1913, &c. . . .	Return <i>re</i> dismissal of Ralph Harris, Sub-Collector of Customs at Pelee Island, Ont. . . . .
44(3e)	44(4a)
Return <i>re</i> dismissal of all public officers by present Govt. in Co. of Shelburne and Queens, N.S. . . . .	Return <i>re</i> dismissal of Aylmer Orton, Customs Officer at Windsor, Ont. . . . .
44(3f)	44(4b)
Return <i>re</i> number of Postmasters dismissed in County of Antigonish, N.S. . . . .	Return <i>re</i> dismissal of Fredk. Forster, Sub-Collector of Customs, Kingsville, Ont. . . . .
44(3g)	44(4c)
Return <i>re</i> dismissal of Dr. Freeman O'Neill, Port Physician, Louisbourg, C.B., N.S. . . . .	Return <i>re</i> dismissal of Andrew Darragh, Immigration Officer at Windsor, Ont., &c. . . . .
44(3h)	44(4d)
Return <i>re</i> dismissal from public offices by present Govt. in County of Digby, N.S., since Oct. 11, 1911, to Mar. 3, 1913. . . . .	Return <i>re</i> dismissal of John Halstead, Immigration Officer at Windsor, Ont., &c. . . . .
44(3i)	44(4e)
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44(3j)	44(4f)
Return <i>re</i> dismissals from public offices by present Govt. in city of Quebec, Dept. of Rys. and Canals and others. . . . .	Return <i>re</i> dismissals from public offices by present Govt. in Co. of Cumberland, N.S., from June 23, 1896, to Sept., 1911. . . . .
44(3k)	44(4g)
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44(3l)	44(4h)
Return <i>re</i> dismissals from public offices by present Govt. from each Dept., names, P.O. address, since Oct. 11, 1911. . . . .	Return <i>re</i> dismissal of John A. Roy, Postmaster at Matland, Co. of Hants, N.S. . . . .
44(3m)	44(4i)
Return <i>re</i> dismissals from public offices by present Govt. in Co. of Digby, N.S., since Oct. 11, 1911, to Mar. 3, 1913. . . . .	Return <i>re</i> dismissal of Thomas Nelson, Postmaster at Scotch Village, Co. of Hants, N.S. . . . .
44(3n)	44(4j)
Return <i>re</i> dismissal of Phileas Label, Lightkeeper, St. Louis de Lotbinière, Co. of Lotbinière, Que. . . . .	Return <i>re</i> dismissal of Albert McHeffey, Postmaster, Shubenacadie, N.S. . . . .
44(3o)	44(4k)
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44(3p)	44(4l)
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44(3q)	44(4m)
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44(3r)	44(4n)
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44(3s)	44(4o)
Return <i>re</i> dismissals from public offices by present Govt. in Co. of Hants, N.S., since Oct. 11, 1911, to Mar. 3, 1913. . . . .	Return <i>re</i> dismissal of Mr. A. Goyette, Postmaster at St. Valerien de Milton, Shefford, Que., &c. . . . .
44(3t)	44(4p)
Return <i>re</i> dismissal of Miss Eugénie Dorion from office of P. O. Inspector, Quebec, &c. . . . .	Return relating to investigation <i>re</i> charges against P. D. Bourdage, Lightkeeper, Bonaventure Point, Que., &c. . . . .
44(3u)	44(4q)
Return <i>re</i> dismissal of Jas. R. Laing, Postmaster, Liscombe, N.S., &c. . . . .	Return relating to investigation <i>re</i> charges against Louis Bujold, Lightkeeper, Carleton Pt., by W. S. Montgomery and others. . . . .
44(3v)	44(4r)
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Return <i>re</i> dismissal of Postmaster of Parish of St. Lambert, County of Lévis, &c. . . . .	44(6 <i>n</i> )
Return <i>re</i> dismissal of Postmasters in Bonaventure Co., from Jan. 1, 1913, to Feb. 1, 1914, &c. . . . .	44(6 <i>o</i> )
Return <i>re</i> dismissal of Customs officials in Bonaventure Co., from Jan. 1, 1913, to Feb. 1, 1914, &c. . . .	44(6 <i>p</i> )
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Return <i>re</i> dismissal of public officials by present Govt. in Queens, Shelburne, Oct. 11, 1911, to Mar., 1913. . . . .	44(6 <i>r</i> )

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- 20c.** Eighth Report of the Board of Railway Commissioners for Canada, for the year ending March 31, 1913. Presented by Hon. Mr. Cochrane, January 22, 1914. . . . . *Printed for distribution and sessional papers.*
- 20d.** Telephone Statistics of the Dominion of Canada, for the year ended June 30, 1913. Presented by Hon. Mr. Cochrane, February 10, 1914. . . . . *Printed for distribution and sessional papers.*
- 20e.** Express Statistics of the Dominion of Canada, for the year ended June 30, 1913. Presented by Hon. Mr. Cochrane, February 20, 1914. . . . . *Printed for distribution and sessional papers.*
- 20f.** Telegraph Statistics of the Dominion of Canada, for the year ended June 30, 1913. Presented by Hon. Mr. Cochrane, February 10, 1914. . . . . *Printed for distribution and sessional papers.*

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- 21.** Forty-sixth Annual Report of the Department of Marine and Fisheries, for the year 1912-1913.—Marine. Presented by Hon. Mr. Hazen, February 2, 1914. . . . . *Printed for distribution and sessional papers.*
- 21b.** List of Shipping issued by the Department of Marine and Fisheries, being a list of vessels on the Registry Books of the Dominion of Canada, on December 31, 1913. Presented by Hon. Mr. Hazen, May 1, 1914. . . . . *Printed for distribution and sessional papers.*

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- 22.** Forty-sixth Annual Report of the Department of Marine and Fisheries, 1912-13.—Fisheries. Presented by Hon. Mr. Hazen, January 19, 1914. . . . . *Printed for distribution and sessional papers.*
- 23.** Supplement to the Forty-sixth Annual Report of the Department of Marine and Fisheries for the fiscal year 1912-13.—Steamboat Inspection Report. Presented by Hon. Mr. Hazen, March 27, 1914. . . . . *Printed for distribution and sessional papers.*

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- 24.** Report of the Postmaster General, for the year ended March 31, 1913. Presented by Hon. Mr. Pelletier, March 12, 1914. . . . . *Printed for distribution and sessional papers.*

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- 25.** Annual Report of the Department of the Interior, for the fiscal year ending March 31, 1913.—Volume I. Presented by Hon. Mr. Roche, February 23, 1914. . . . . *Printed for distribution and sessional papers.*

25. Annual Report of the Department of the Interior, for the fiscal year ending March 31, 1913.  
—Volume II. Presented by Hon. Mr. Roche, March 9, 1914.  
*Printed for distribution and sessional papers.*

### CONTENTS OF VOLUME 20.

- 25c. Report of Progress of Stream Measurements, for the calendar year 1913, prepared under the direction of F. H. Peters, C.E., Commissioner of Irrigation. Presented by Hon. Mr. Roche, March 26, 1914. . . . . *Printed for distribution and sessional papers.*
- 25d. Twelfth Report of the Geographic Board of Canada, for the year ending June 30, 1913. Presented by Hon. Mr. Roche, February 2, 1914.  
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- 25e. Manitoba Water-powers,  
25f. Railway Belt Hydrographic Survey for 1911-1912. Presented, 1914.

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26. Summary Report of the Geological Survey, Department of Mines, for the calendar year 1912. Presented by Hon. Mr. Coderre, 1914.  
*Printed for distribution and sessional papers.*
- 26a. Summary Report of the Mines Branch for the calendar year 1912. Presented 1914.  
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28. Report of the Royal Northwest Mounted Police, 1913. Presented by Hon. Mr. Borden, January 19, 1914. . . . . *Printed for distribution and sessional papers.*
- 28a. Statement of Magisterial cases entered, and convictions obtained by the Royal Northwest Mounted Police in the Provinces of Alberta and Saskatchewan, the Yukon Territory and a portion of Manitoba, during the years 1909 to 1913. Presented by Hon. Mr. Borden, February 16, 1914. . . . . *Not printed.*
29. Report of the Secretary of State of Canada for the year ended March 31, 1913. Presented by Hon. Mr. Coderre, February 9, 1914. . . . . *Printed for distribution and sessional papers.*
- 29a. Report of the Secretary of State for External Affairs for the year ended March 31, 1913. Presented by Hon. Mr. Borden, January 19, 1914.  
*Printed for distribution and sessional papers.*

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- 29c. Documents re Constitutional History of Canada.—(Senate).  
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- 29c. Public Archives.—Documents relating to the Constitutional History of Canada, 1791-1813, selected and edited with notes by Arthur G. Doughty and Duncan A. McArthur. Presented by Hon. Mr. Coderre, March 27, 1914.  
*Printed for distribution and sessional papers.*

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30. The Civil Service List of Canada, 1913. Presented, 1914.  
*Printed for distribution and sessional papers.*
31. Fifth Annual Report of the Civil Service Commission of Canada for the year ended August 31, 1913. Presented by Hon. Mr. Coderre, March 18, 1914.  
*Printed for distribution and sessional papers.*
32. Annual Report of the Department of Public Printing and Stationery for the fiscal year ended March 31, 1913. Presented by Hon. Mr. Coderre, March 11, 1914.  
*Printed for distribution and sessional papers.*

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33. The Report of the Joint Librarians of Parliament. Presented by the Hon. The Speaker, January 15, 1914. . . . . *Not printed.*
34. Report of the Minister of Justice as to Penitentiaries of Canada, for the fiscal year ended March 31, 1913. . . . . *Printed for distribution and sessional papers.*

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- 35.** Report of the Militia Council for the Dominion of Canada, for the fiscal year ending March 31, 1913. Presented by Hon. Mr. Hughes, March 9, 1914.  
*Printed for distribution and sessional papers.*
- 36.** Report of the Department of Labour for the fiscal year ending March 31, 1913. Presented by Hon. Mr. Crothers, January 19, 1914. . . . .*Printed for distribution and sessional papers.*
- 36a.** Sixth Report of the Registrar of Boards of Conciliation and Investigation of the proceedings under "The Industrial Disputes Investigation Act, 1907," for the fiscal year ending March 31, 1913. Presented by Hon. Mr. Crothers, January 19, 1914.  
*Printed for distribution and sessional papers.*
- 36b.** Report on Strikes and Lockouts in Canada, from 1901 to 1912. Presented by Hon. Mr. Crothers, January 19, 1914 . . . . .*Printed for distribution and sessional papers.*
- 37.** Ninth Annual Report of the Commissioners of the Transcontinental Railway, for the year ended March 31, 1913. Presented by Hon. Mr. Cochrane, January 22, 1914.  
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- 37a.** Interim Report of the Commissioners of the Transcontinental Railway, for the nine months ended December 31, 1913. Presented by Hon. Mr. Cochrane, February 18, 1914.  
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- 38.** Report of the Department of the Naval Service, for the fiscal year ending March 31, 1913. Presented by Hon. Mr. Hazen, January 22, 1914.  
*Printed for distribution and sessional papers.*

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- 39.** A detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (4th December, 1912) submitted to the Parliament of Canada under Section 32 of Chapter 19, of the Revised Statutes of Canada, 1906. Presented by Hon. Mr. Coderre, January 22, 1914. . . . .*Not printed.*
- 40.** Return to an Order of the House of April 7, 1913, for a copy of all accounts, vouchers and charges incurred by and relating to the Lobster Hatchery and Patrol Boat *Davis* during the season of 1912, to December 31, 1912, with the names of the officers and crews, and the wages paid to each. Presented January 19, 1914.—*Mr. Kyte*. . . . .*Not printed.*
- 41.** Return to an Order of the House April 21, 1913, for a Return showing the names and the respective ranks and positions of the officers now on duty on the *Niobe* at Halifax, under the Department of Naval Affairs; the number of men now on duty as seamen or other like positions on the *Niobe*; the number of men dropped from the service on the *Niobe* since July 1, 1912; and if any efforts have been made to recruit men for the *Niobe* since July 1, 1912. Presented January 19, 1914.—*Mr. Macdonald*. . . . .*Not printed.*
- 42.** Return to an Order of the House of May 12, 1913.—1. For a Return showing the respective names, duties and salaries of Officials of the Immigration Department of both Inside and Outside Service on March 31, 1911.  
2. The respective names, duties and salaries of Officials of the Immigration Department of both Inside and Outside Service on March 31, 1913. Presented January 19, 1914.—*Mr. Oliver* . . . . .*Not printed.*
- 43.** Return to an Order of the House of February 24, 1913, for a copy of all regulations relating to the disposition of Dominion Lands made by the Minister of the Interior from October 12, 1911, to January 1, 1912, and of the regulations for the placing of half-breed scrip on homestead or other lands, made by the Minister of the Interior from October 12, 1911, to January 1, 1912. Presented January 19, 1914.—*Mr. Oliver*.  
*Not printed.*
- 44.** Return to an Order of the House of January 15, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Horace Rindress, Quarantine Medical Officer at North Sydney, in the Riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented January 19, 1914.—*Mr. McKenzie*. . . . .*Not printed.*
- 44a.** Supplementary Return to an Order of the House of December 11, 1912, for a copy of all papers, documents and correspondence relating to the dismissal of A. T. Doucet, Postmaster and Collector of Customs at Salmon River, Digby County, N.S. Presented January 19, 1914.—*Mr. Maclean (Halifax)*. . . . .*Not printed.*
- 44b.** Return to an Order of the House of April 21, 1913, for a copy of the charges made against Alexis Bourque, Storm Signal Agent at Bonaventure, on which he was dismissed by the Minister of Marine and Fisheries, and a copy of all letters and other documents bearing on the appointment of his successor. Presented January 23, 1914.—*Mr. Marcil (Bonaventure)*. . . . .*Not printed.*

## CONTENTS OF VOLUME 28—Continued.

- 44c.** Return to an Order of the House of January 29, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Marine and Fisheries, or any Department of the Government, relating to the dismissal of Patrick Conway, Lightkeeper at White Head Island, N.S., and if there was an investigation the names of the witnesses, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented January 21, 1914.—*Mr. Sinclair*..... *Not printed.*
- 44d.** Return to an Order of the House of May 7, 1913, for a copy of all papers, documents, telegrams and correspondence in connection with the dismissal of Captain Wm. Smith, Coxswain, of the lifeboat at Blanche, Shelburne County, N.S. Presented January 21, 1914.—*Mr. Law*..... *Not printed.*
- 44e.** Return to an Order of the House of March 3, 1913, for a Return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of King's, Province of Nova Scotia, in connection with any of the Departments of the public service, not including cases in which orders have already passed; together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the Departments of the Government, also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid, or to be paid, by any Department in connection with the said dismissals and investigations or removals from office. Presented January 21, 1914.—*Mr. McKenzie*..... *Not printed.*
- 44f.** Return to an Order of the House of the 23rd April, 1913, for a copy of the charges made by Messrs. J. A. Mousseau, A. Godbout and J. Blondin, against Jos. E. A. Landry, keeper of the lighthouse at St. Omer, Quebec, on which he was dismissed for alleged political partisanship. Presented January 21, 1914.—*Mr. Marcell (Bonaventure)*..... *Not printed.*
- 44g.** Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Colin McIsaac, preventive officer at Port Hood, Inverness County, N.S. Presented January 21, 1914.—*Mr. Chisholm (Inverness)*..... *Not printed.*
- 44h.** Return to an Order of the House of the 19th May, 1913, for a copy of all petitions and correspondence relating to the dismissal of Mr. Peshu, postmaster at Kent Bridge, Ontario. Presented January 22, 1914.—*Sir W. Lawrie*..... *Not printed.*
- 44i.** Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department or any department of the Government, relating to the dismissal of John F. Reeves, postmaster at Muirgrave, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented January 22, 1914.—*Mr. Sinclair*..... *Not printed.*
- 44j.** Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Havelock McLeod, postmaster at Big Intervale, North East Margaree, Inverness County, Nova Scotia. Presented January 22, 1914.—*Mr. Chisholm (Inverness)*..... *Not printed.*
- 44k.** Return to an Order of the House of the 21st April, 1913, for a copy of all documents, petitions, correspondence, messages, inquiries, reports, &c., relating to the dismissal of S. Lapointe, postmaster of St. Eloi, County of Temiscouata, and to the appointment of his successor. Presented January 22, 1914.—*Mr. Gauvreau*..... *Not printed.*
- 44l.** Return to an Order of the House of the 3rd February, 1913, for a copy of all correspondence, letters, telegrams and other documents relative to the dismissal of William Bow, postmaster at Winchester Village, County of Dundas, and of all recommendations for the appointment of his successor. Presented January 22, 1914.—*Mr. MacNutt*..... *Not printed.*
- 44m.** Return to an Order of the House of the 26th March, 1913, for a copy of all charges, correspondence, letters, telegrams, petitions and other documents relating to the dismissal of Mrs. Ellen O'Neil, postmistress at O'Neil's post office, Parish of Moncton, County of Westmorland, New Brunswick, and of all evidence, if any, taken in regard to the same, and of all reports concerning same; and also a copy of all recommendations, correspondence, letters, telegrams, petitions and other documents relating to the appointment of a successor, or of Robert C. Kelly as postmaster of or at the said O'Neil post office, and of all reports, if any, as to the proper location of the office. Presented January 22, 1914.—*Mr. Emmerson*..... *Not printed.*

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- 44n. Return to an Order of the House of the 21st April, 1913, for a copy of the charges made against Alex. Labillois, postmaster of Miguasha, on which his dismissal took place, and of all letters and documents regarding the appointment of John Caissy in his place. Presented January 22, 1914.—*Mr. Marcil (Bonaventure)*.....*Not printed.*
- 44o. Return to an Order of the House of the 21st April, 1913, for a copy of all letters and other documents containing evidence or charges against Madame Z. Marcotte, postmistress of Nouvelle West, Bonaventure County, on which the Postmaster General acted in removing her from office, and also of letters and other documents regarding the appointment of Mr. Lazare Fallu in her stead. Presented January 22, 1914.—*Mr. Marcil (Bonaventure)* .....*Not printed.*
- 44p. Return to an Order of the House of the 28th April, 1913, for a copy of all complaints, accusations, correspondence, petitions, and telegrams respecting the dismissal of Joseph Verault, postmaster at Guay, County of Lévis, of the evidence and report made following the inquiries held by the inquiring Commissioner Smith and the inquiring Commissioner Jolicoeur in this matter; also the names of the witnesses summoned and heard, with a copy of the evidence heard at each inquiry, the names of those who represented the Government at these inquiries, and a detailed statement of the expenses caused by these inquiries, with a copy of all documents respecting the appointment of his successor, such as petitions, letters of recommendation, &c. Presented January 22, 1914.—*Mr. Bourassa* ..... *Not printed.*
- 44q. Return to an Order of the House of the 2nd June, 1913, for a copy of all telegrams, papers and correspondence in the possession of the Post Office Department, or with any of the officials thereof, regarding the removal from office of the postmaster of Osage, Saskatchewan, and of the appointment of a successor thereto; and of all correspondence bearing upon the said removal or appointment with the post office inspector for that portion of the province of Saskatchewan, and of all other letters and documents with respect thereto. Presented January 22, 1914.—*Mr. Carvell*.....*Not printed.*
- 44r. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, or any department of the Government, relating to the dismissal of George Taylor, postmaster at Bickerton, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence and a detailed statement of the expenses of such investigation. Presented January 22, 1914.—*Mr. Sinclair* ..... *Not printed.*
- 44s. Return to an Order of the House of the 21st April, 1913, for a copy of all correspondence, telegrams, complaints, affidavits, reports, recommendations, requests, certificates and other documents, relating to the dismissal of Mademoiselle Paul Hus, as postmistress of the Parish Ste. Victoire, County of Richelieu, and the appointment of Mr. Paul Bardier, of the same place, as postmaster. Presented January 22, 1914.—*Mr. Cardin*.  
*Not printed.*
- 44t. Return to an Order of the House of the 3rd March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Parker S. Hart, postmaster at South Manchester, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin in regard to the same, and also a detailed statement of the expenses of such investigation. Presented January 22, 1914.—*Mr. Sinclair* ..... *Not printed.*
- 44u. Return to an Order of the House of the 17th February, 1913, for a copy of all complaints and charges made against Charles L. Gass, late postmaster at Bayfield, Antigonish County, of the evidence taken, if any, before Commissioner Duchemin, and of his report thereon, and of all letters, telegrams and documents of every kind relating to his dismissal and the appointment of his successor. Presented January 22, 1914.—*Mr. Chisholm (Antigonish)* .....*Not printed.*
- 44v. Return to an Order of the House of the 27th January, 1913, for a copy of all documents, correspondence, letters, reports, &c., relating to the dismissal of Madame Belzil, postmistress at St. Octave, County of Rimouski, and the appointment of her successor. Presented January 22, 1914.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*
- 44w. Return to an Order of the House of the 9th April, 1913, for a copy of all charges, correspondence, telegrams and other documents relating to the dismissal of John McDonnell, postmaster at Essex, Inverness County, Nova Scotia. Presented January 22, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*
- 44x. Return to an Order of the House of the 31st March, 1913, for a copy of all letters, telegrams and documents in connection with the dismissal of James Bain, from the postmastership of Ninga post office, Ninga, Manitoba. Presented January 22, 1914.—*Mr. Turriff* ..... *Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

- 44y.** Return to an Order of the House of the 9th April, 1913, for a copy of all letters, petitions, telegrams, complaints, reports and other papers and documents in the possession of the Post Office Department, relating to the dismissal of William McKinnon, postmaster at Erinville, Guysborough County, N.S., and the appointment of Daniel Kenny as successor; and if there was an investigation in connection with the dismissal of the said William McKinnon, the names of all witnesses examined, a copy of the evidence and report of the commissioner, and a detailed statement of the expenses of such investigation. Presented January 22, 1914.—*Mr. Sinclair*.....*Not printed.*
- 44z.** Return to an Order of the House of the 7th May, 1913, for a copy of all correspondence, evidence and reports in connection with the dismissal of J. N. Cloutier, postmaster at St. Benoit Labre, County of Beauce, Quebec. Presented January 22, 1914.—*Mr. Bland*.  
*Not printed.*
- 44 (2a).** Return to an Order of the House of the 12th February, 1913, for a copy of all letters, telegrams, papers and documents relative to the dismissal of Mrs. Weave, postmistress at Coal Creek, Queens County, N.B., and of the appointment of Michael L. Knox. Presented January 22, 1914.—*Mr. McLean (Sunbury)*.....*Not printed.*
- 44 (2b).** Return to an Order of the House of the 26th May, 1913, for a copy of all correspondence and documents of any kind whatsoever relating to the dismissal of postmasters in Bonaventure County, by the present administration, not already ordered and brought down. Presented January 22, 1914.—*Mr. Marcil (Bonaventure)*.....*Not printed.*
- 44 (2c).** Return to an Order of the House of the 28th April, 1913, for a copy of all petitions, complaints, and correspondence containing any charges against Alexander Fraser, postmaster at Fraser's Grant, Antigonish County, N.S., and of all other documents and correspondence on the file in relation thereto. Presented January 22, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*
- 44 (2d).** Partial return to an Order of the House of the 10th December, 1912, for a return showing all public officers removed by the present Government in the District of Portneuf, together with the name and duties of each person, the reasons for their dismissal, the nature of the complaints brought against them, also a copy of all correspondence relating thereto and reports of inquiries in cases where such were held. Presented January 22, 1914.—*Mr. Delisle*.....*Not printed.*
- 44 (2e).** Return to an Order of the House of the 15th January, 1913, for a return showing a list of the postmasters dismissed or removed by the present Government in the County of Two Mountains, the names of such persons, the reason for their dismissal, the nature of the complaints brought against them, and a copy of all correspondence and petitions relating thereto, and reports of inquiry in the cases where such have been held; also the names of their successors. Presented January 22, 1914.—*Mr. Ethier*....*Not printed.*
- 44 (2f).** Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Thomas Chalmer McLean, postmaster at Ivera, Middle River, Riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation. Presented January 22, 1914.—*Mr. McKenzie*.....*Not printed.*
- 44 (2g).** Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, reports and other documents relative to the dismissal of C. P. Blanchard, postmaster at Truro, Nova Scotia, and the appointment of his successor. Presented January 22, 1914.—*Mr. Macdonald*.....*Not printed.*
- 44 (2h).** Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports, letters, correspondence, &c., relating to the dismissal of Samuel Atwood, Atwood's Brook, Shelburne County, N.S. Presented January 22, 1914.—*Mr. Law*.....*Not printed.*
- 44 (2i).** Return to an Order of the House of the 3rd February, 1913, for a return showing the names of the postmasters in the County of Berthier dismissed since the 21st September, 1911; their respective parishes, the date of their dismissals and the reason alleged; if an inquiry was held in each case; on whose recommendation were these dismissals made; the names of those appointed as their successors and on whose recommendation were they appointed. Presented January 22, 1914.—*Mr. Bédard*.....*Not printed.*
- 44 (2j).** Return to an Order of the House of the 3rd March, 1913, for a copy of all complaints, accusations, correspondence, petitions and telegrams, respecting the dismissal of Wilfrid Pellemarre, postmaster at Hervey Junction, County of Portneuf, and of all documents respecting the appointment of his successor, such as petitions, letters of recommendation, &c., and also of the evidence and reports made after the inquiry held by the inquiring commissioner; together with a detailed statement of the expenses caused by this inquiry. Presented January 22, 1914.—*Mr. Delisle*.....*Not printed.*



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- 44 (2k).** Return to an Order of the House of the 16th February, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, or any department of the Government, relating to the dismissal of Rufus D. Carrigan, postmaster at Sand Point, Guysborough County, N.S., and if there was an investigation, the names of all witnesses examined, and a detailed statement of the expenses of such investigation. Presented January 22, 1914.—*Mr. Sinclair* ..... *Not printed.*
- 44 (2l).** Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Daniel Dunlop, postmaster at New Campbellton, Riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of the investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation. Presented January 22, 1914.—*Mr. McKenzie* ..... *Not printed.*
- 44 (2m).** Return to an Order of the House of the 9th April, 1913, for a copy of all charges, correspondence, telegrams and other documents relating to the dismissal of Duncan Cameron, postmaster at Craigmore, Inverness County, Nova Scotia. Presented January 22, 1914.—*Mr. Chisholm (Inverness)* ..... *Not printed.*
- 44 (2n).** Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, reports, charges and other documents relating to the dismissal of Angus Cameron, late postmaster at Fairlight, Sask., and of the evidence taken at the investigation held by Mr. Dorsett. Presented January 22, 1914.—*Mr. Turriff* ..... *Not printed.*
- 44 (2o).** Return to an Order of the House of the 15th January, 1913, for a copy of all documents, correspondence, petitions and telegrams respecting the dismissal of M. Sauriol, postmaster of St. Janvier, County of Terrebonne, and the appointment of his successor. Presented January 22, 1914.—*Mr. Ethier* ..... *Not printed.*
- 44 (2p.)** Return to an Order of the House of the 2nd June, 1913, for a copy of all petitions, letters, telegrams and resolutions in connection with the changes made in the names of the post offices at Letches Creek Crossing and Letches Creek, North Cape Breton, N.S., the dismissal of Donald Johnston, the former postmaster at Letches Creek, and the appointment of his successor. Presented January 22, 1914.—*Mr. McKenzie* ..... *Not printed.*
- 44 (2q).** Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of James McLees, postmaster at Bishop Mills, County of Grenville, Province of Ontario, and the appointment of his successor. Presented January 22, 1914.—*Mr. Proulx* ..... *Not printed.*
- 44 (2r).** Return to an Order of the House of the 9th April, 1913, for a copy of all charges, correspondence, telegrams and other documents relating to the dismissal of Mrs. Sarah C. Rankin, postmistress at S. W. Ridge Mabou, Inverness County, Nova Scotia. Presented January 22, 1914.—*Mr. Chisholm (Inverness)* ..... *Not printed.*
- 44 (2s).** Partial Return to an Order of the House of the 19th March, 1913, for a Return showing in detail the number of dismissals from the public service during the period from June 23, 1896, to September 21, 1911, in the County of Cumberland, Nova Scotia, in connection with any department of the public service; together with the names of the dismissed officials or employees, their ages at the time of entering the public service, the length of their period of service with dates, the amount of their remuneration, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communication with respect to each such case of dismissal, and of all minutes of evidence on investigation, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the government; also the names of all persons appointed to fill vacancies caused by such dismissals, their ages at the date of appointment, the amount of their remuneration, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with said dismissals and investigations or removal from office. Presented January 22, 1914.—*Mr. Rhodes* ..... *Not printed.*
- 44 (2t).** Partial Return to an Order of the House of the 29th April, 1913, for a Return showing all employees of the Dominion dismissed in the County of Three Rivers and St. Maurice since October 15, 1911, to date, the date of dismissal, the employment of each man, the salary he was receiving at the time of his dismissal, the reason for dismissal, whether there has been an investigation or not, with the names and places of residence of the men appointed to replace them. Presented January 22, 1914.—*Mr. Bureau* ..... *Not printed.*
- 44 (2u).** Partial Return to an Order of the House of the 10th December, 1912, for a return showing the number of dismissals from public offices by the present Government to this date in the constituency of Regina, together with the names of the dismissed officials, the reasons for their dismissals, the complaints against such officials, and a copy of all correspondence relating thereto and reports of inquiries in cases where such have been held in respect of the same. Presented January 22, 1914.—*Mr. Martin (Regina)* ..... *Not printed.*

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- 44 (2v).** Return to an Order of the House of the 10th December, 1912, for a return showing all the public officers dismissed by the present Government in the electoral district of Kamouraska, with the names and duties of such persons respectively, the reason for their dismissal, the nature of the complaints brought against them, also of all correspondence relating thereto and reports of inquiries in cases where such have been held. Presented January 22, 1914.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*
- 44 (2w).** Partial Return to an Order of the House of the 10th February, 1913, for a return showing in detail the number of dismissals from public offices by the present Government to this date in the County of Prince, Prince Edward Island, giving the names of the dismissed officials, the reasons for their dismissal, the complaints against such officials and a copy of all the correspondence with respect to the same and of all notes of evidence and reports of investigations where such were held; also the names of all parties appointed to fill the vacancies caused by such dismissals and the names of the persons by whom the same have been recommended for appointment. Presented January 22, 1914.—*Mr. Richards*.....*Not printed.*
- 44 (2x).** Return to an Order of the House of the 10th December, 1912, for a return showing the detail and number of dismissals from public offices by the present Government to this date in the riding of Strathcona, together with the names of the dismissed occupants, the reasons for their dismissal, the complaints against such officials, and a copy of all correspondence with respect to the same, and of all reports of investigations, where such were held. Presented January 22, 1914.—*Mr. Douglas*.....*Not printed.*
- 44 (2y).** Partial Return to an Order of the House of the 10th December, 1912, for a return showing the detail and number of dismissals from public offices by the present Government to this date in the riding of Saltcoats, Sask., together with the names of the dismissed occupants, the reasons for their dismissal, the complaints against such officials, and a copy of all correspondence with respect to the same, and all reports of investigations, in cases where such were held. Presented January 22, 1914.—*Mr. MacNutt*.....*Not printed.*
- 44 (2z).** Return to an Order of the House of the 28th April, 1913, for a return showing all employees dismissed in the County of Champlain since October 15, 1911, to date, the employment of each man, the salary each was receiving at the time of his dismissal, the reasons for dismissals, whether there has been any investigation or not, with the names and places of residence of the men appointed to replace them. Presented January 22, 1914.—*Mr. Bureau*.....*Not printed.*
- 44 (3a).** Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and position of employment, by the present Government since the 11th day of October, 1911, to this date, in the County of Cumberland, Nova Scotia, not including those for which returns have already been ordered, in connection with any of the departments of the public service; together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the government; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removal from office. Presented January 22, 1914.—*Mr. Kyte*.....*Not printed.*
- 44 (3b).** Return to an Order of the House of the 3rd February, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment, by the present Government since the first day of October, 1911, to this date, in the County of Westmorland, New Brunswick, in connection with any of the departments of the public service; together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made, save and except the case of George H. Cochrane, Collector of Customs at Moncton (the papers for which have been already moved for); together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of government, or of the Government Railways Managing Board, or of the officials of the Intercolonial and the Prince Edward Island Railway; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented January 22, 1914.—*Mr. Emmerson*.....*Not printed.*

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**CONTENTS OF VOLUME 28—Continued.**

- 44 (3c).** Partial Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of Annapolis, Nova Scotia, in connection with any of the departments of the public service, but not including cases in which orders have already passed together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government; also the names of all parties appointed to fill vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented January 22, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*
- 44 (3d).** Return to an Order of the House of the 28th April, 1913, for a return showing all employees dismissed in the County of Nicolet since October 15, 1911, to date, the date of dismissal, the employment of each man, the salary he was receiving at the time of his dismissal, the reasons for dismissal whether there has been an investigation or not, with the names and places of residence of the men appointed to replace them. Presented January 22, 1914.—*Mr. Bureau*.....*Not printed.*
- 44 (3e).** Return to an Order of the House of the 29th January, 1913, for a return showing in detail the number of dismissals from public offices by the present Government to this date in the constituency of Victoria, Alberta, together with the names of the dismissed officials, the reason of their dismissal, the complaints against such officials, and a copy of all correspondence with respect to the same and of all notes of evidence and of the reports of investigations where such were held; also the names of all parties appointed to fill the vacancies caused by such dismissals and the names of the persons by whom the same have been recommended for appointment. Presented January 22, 1914.—*Mr. White (Alberta)*.....*Not printed.*
- 44 (3f).** Officials dismissed in the constituency of Shelburne and Queens, N.S.—(Senate).  
*Not printed.*
- 44 (3g).** Postmasters dismissed in the County of Antigonish, N.S.—(Senate).....*Not printed.*
- 44 (3h).** Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams, and other documents relating to the dismissal of Dr. Freeman O'Neil, from the office of port physician at Louisburg, Cape Breton South, Nova Scotia, and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same. Presented January 26, 1914.—*Mr. Sinclair*.  
*Not printed.*
- 44 (3i).** Partial Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of Digby, Nova Scotia, in connection with any of the departments of the public service, but not including cases in which orders have already passed; together with the names of the dismissed officials or employees, the reasons for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all accounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. And also—Supplementary return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of Digby, Nova Scotia, in connection with any of the departments of the public service, but not including cases in which orders have already passed; together with the names of the dismissed officials or employees, the reasons for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all accounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented January 22, 1914.—*Mr. Sinclair*.....*Not printed.*

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**CONTENTS OF VOLUME 28—Continued.**

- 44 (3j).** Partial Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the constituency of Queen's, Shelburne, Nova Scotia, in connection with any of the departments of the public service, not including cases in which orders have already been passed; together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held and of all reports relating to such dismissals now in the possession of any of the departments of the Government, also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations of removals from office. Presented January 27, 1914.—*Mr. Law.*.....*Not printed.*
- 44 (3k).** Partial Return to an Order of the House of the 19th March, 1913, for a list of public officers employed in the city of Quebec, in the Departments of Inland Revenue, Railways and Canals, the Transcontinental Railway, Customs, Immigration, Marine and Fisheries, Public Works and Militia, the names and duties of such persons, the reason for their dismissal, the nature of the complaints brought against them, also a copy of all correspondence relating thereto, and of reports of inquiry in the cases where such inquiries were held. Presented January 26, 1914.—*Mr. Lachance.*.....*Not printed.*
- 44 (3l).** Return to an Order of the House of the 29th January, 1913, for a return showing all the public officers removed by the present Government in the District of L'Assomption, together with the names and duties of such persons, the reasons for their dismissal, the nature of the complaints brought against them; also a copy of all correspondence relating thereto and reports of inquiries in cases where such were held, with the names of the successors of the dismissed officers. Presented January 26, 1914.—*Mr. Seguin.*  
*Not printed.*
- 44 (3m).** Further Supplementary Return to an Order of the House of the 7th February, 1912, for a return showing for each department of the Government the names, post office addresses, offices, employment, and salaries of all persons employed either in the inside or outside service thereof, and of such persons not in the Civil Service, employed by the Government in any department, on the tenth day of October, 1911, who have been removed from office or employment by dismissal; specifying in each case the manner of and grounds of such dismissals and the length of notice given to the persons removed, and also indicating in each case whether an inquiry was or was not held prior to such dismissal. Presented January 26, 1914.—*Mr. Kyte.*.....*Not printed.*
- 44 (3n).** Supplementary Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of Digby, Nova Scotia, in connection with any of the departments of the public service, but not including cases in which orders have already passed; together with the names of the dismissed officials or employees, the reasons for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all accounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented January 28, 1914.—*Mr. Sinclair.*.....*Not printed.*
- 44 (3o).** Return to an Order of the House of the 26th May, 1913, for a copy of all correspondence, telegrams, inquiries and reports respecting the dismissal of Philius Hable, light-keeper at St. Louis de Lotbinière, County of Lotbinière, Quebec. Presented February 4, 1914.—*Mr. Fortier.*.....*Not printed.*
- 44 (3p).** Return to an Order of the House of the 19th May, 1913, for a copy of all correspondence, complaints, petitions and reports connected with the dismissal of Fishery Overseer M. Gagnault at Seven Islands, and the appointment in his place of Elzéar Levesque. Presented February 10, 1914.—*Mr. Béland.*.....*Not printed.*
- 44 (3q).** Return to an Order of the House of the 28th April, 1913, for a return showing all employees dismissed in the County of Maskinonge, since October 15, 1911, to date, the date of dismissal, the employment of each man, the salary he was receiving at the time of his dismissal, the reasons for dismissal, whether there has been investigation or not, and the names and places of residence of the men appointed to replace them. Presented February 10, 1914.—*Mr. Bureau.*.....*Not printed.*

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- 44 (3r).** Partial Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of King's, Province of Nova Scotia, in connection with any of the departments of the public service, not including cases in which orders have already passed; together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government, also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid, or to be paid, by any department in connection with the said dismissals and investigations or removals from office. Presented February 10, 1914.—*Mr. McKenzie*.....*Not printed.*
- 44 (3s).** Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public office and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of Colchester, Nova Scotia, in connection with any of the departments of the public service; together with the names of the dismissed officials or employees, the reasons for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented February 10, 1914.—*Mr. Macdonald*.....*Not printed.*
- 44 (3t).** Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of Hants, Nova Scotia, in connection with any of the departments of the public service, not including cases in which orders have already passed; together with the name of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government; also of the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented February 10, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*
- 44 (3u).** Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, documents, recommendations, and reports concerning the dismissal of Miss Eugenie Dorion, an employee in the office of the post office inspector at Quebec; the reasons for her dismissal, the nature of the complaints brought against her, if any, the names of the persons who brought these complaints, also a copy of all correspondence relating thereto, and the report of inquiry, if there was one held. Presented February 20, 1914.—*Mr. Wilson (Laval)*.....*Not printed.*
- 44 (3v).** Return to Order of the House of the 2nd February, 1914, for a copy of all charges, correspondence, letters, telegrams and other documents in the possession of the Post Office Department, relating to the dismissal of James R. Laing, postmaster at Liscombe, N.S., and of the facts taken, and report of investigation in regard to the same, if any, a detailed statement of the expenses of such investigation, together with a copy of all recommendations, letters, telegrams, and other papers relating to the appointment of his successor. Presented February 23, 1914.—*Mr. Sinclair*.....*Not printed.*
- 44 (3w).** Return to an Order of the House of the 5th June, 1913, for a copy of all correspondence, papers, &c., in connection with the dismissal of Mr. A. L. Desève, officer in charge of the fishery hatchery at Magog, Quebec, and the appointment of Mr. L. A. Audet to the said position. Presented February 23, 1914.—*Sir W. Laurier*.....*Not printed.*
- 44 (3x).** Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, telegrams and other documents relating to the removal of Jas. T. Richardson as sub-Collector of Customs at Humboldt, Saskatchewan, and the appointment of a successor. Presented February 23, 1914.—*Mr. Neely*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

- 44 (3y). Supplementary Return to an Order of the House of the 10th December, 1912, for a return showing the number of dismissals from public offices by the present Government to this date in the constituency of Regina, together with the names of the dismissed officials, the reasons for their dismissals, the complaints against such officials, and a copy of all correspondence with respect to the same, and of all reports of any investigations held in respect of the same. Presented February 24, 1914.—*Mr. Martin (Regina)* ..... *Not printed.*
- 44 (3z). Return to an Order of the House of the 9th February, 1914, for a copy of all papers, documents, correspondence, &c., in connection with the dismissal of Mr. Hicks, of Bridgetown, N.S., from the customs service in 1913. Presented February 24, 1914.—*Mr. Maclean (Halifax)* ..... *Not printed.*
- 44 (4a). Return to an Order of the House of the 16th February, 1914, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Customs Department, relating to the dismissal of Ralph Harris, sub-collector of customs at Pelee Island, Ont., and if there was an investigation, the names of all the witnesses, and a copy of the evidence; and also of all the papers connected with the appointment of his successor. Presented February 26, 1914.—*Mr. Clarke (Essex)* ..... *Not printed.*
- 44 (4b). Return to an Order of the House of the 16th February, 1914, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Customs Department, relating to the dismissal of Aymer Orton, customs officer at Windsor, Ont., and if there was an investigation, the names of all the witnesses, and a copy of the evidence; and also of all the papers connected with the appointment of his successor. Presented February 26, 1914.—*Mr. Clarke (Essex)* ..... *Not printed.*
- 44 (4c). Return to an Order of the House of the 16th February, 1914, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Customs Department, relating to the dismissal of Frederick Forster, sub-collector of customs at Kingsville, Ont., and if there was an investigation, the names of all the witnesses, and a copy of the evidence; and also of all the papers connected with the appointment of his successor. Presented February 26, 1914.—*Mr. Clarke (Essex)* ..... *Not printed.*
- 44 (4d). Return to an Order of the House of the 16th February, 1914, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Interior Department, relating to the dismissal of Andrew Darragh, immigration officer at Windsor, Ont., and if there was an investigation, the names of all the witnesses, and a copy of the evidence; and also of all the papers connected with the appointment of his successor. Presented March 2, 1914.—*Mr. Clarke (Essex)* ..... *Not printed.*
- 44 (4e). Return to an Order of the House of the 16th February, 1914, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Interior Department, relating to the dismissal of John Halstead, immigration officer at Windsor, Ont., and if there was an investigation, the names of all the witnesses, and a copy of the evidence; and also of all the papers connected with the appointment of his successor. Presented March 2, 1914.—*Mr. Clarke (Essex)* ..... *Not printed.*
- 44 (4f). Return to an Order of the House of the 26th May, 1913, for a copy of all correspondence, telegrams, inquiries, and reports, respecting the dismissal of Napoleon Daigle, lighthouse keeper at Barre à Boulard, Parish of St. Louis de Lotbinière, Quebec. Presented March 2, 1914.—*Mr. Fortier* ..... *Not printed.*
- 44 (4g). Supplementary Return to an Order of the House of the 19th March, 1913, for a return showing in detail the number of dismissals from the public service during the period from June 23, 1896, to September 21, 1911, in the County of Cumberland, Nova Scotia, in connection with any department of the public service; together with the names of the dismissed officials or employees, their ages at the time of entering the public service, the length of their period of service with dates, the amount of their remuneration, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissals, and of all minutes of evidence on investigation, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the government; also the names of all persons appointed to fill vacancies caused by such dismissals, their ages at the date of appointment, the amount of their remuneration, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with said dismissals and investigations or removal from office. Presented March 2, 1914.—*Mr. Rhodes* ..... *Not printed.*

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- 44 (4h).** Return to an Order of the House of the 16th February, 1914, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of the Postmaster General, relating to the dismissal of James H. Smart, postmaster at Kingsville, Ont., and if there was an investigation, the names of all the witnesses and a copy of the evidence; and also of all the papers connected with the appointment of his successor. Presented March 2, 1914.—*Mr. Clarke (Essex)* .....*Not printed.*
- 44 (4i).** Return to an Order of the House of the 11th February, 1914, for a copy of all papers, letters and documents of every kind relating to the dismissal of John A. Roy from the position of postmaster at Maitland, County of Hants. Presented March 2, 1914.—*Mr. Macdonald* .....*Not printed.*
- 44 (4j).** Return to an Order of the House of the 11th February, 1914, for a copy of all papers, letters and documents of every kind relating to the dismissal of Thomas Nelson, from the position of postmaster at Scotch Village, County of Hants. Presented March 2, 1914.—*Mr. Macdonald* .....*Not printed.*
- 44 (4k).** Return to an Order of the House of the 11th February, 1914, for a copy of all papers, letters and documents of every kind relating to the dismissal of Albert McHefey from the position of postmaster at Shubenacadie, County of Hants. Presented March 2, 1914.—*Mr. Macdonald* .....*Not printed.*
- 44 (4l).** Return to an Order of the House of the 11th February, 1914, for a copy of all papers, letters and documents of every kind relating to the dismissal of C. Stewart McPhee from the position of postmaster at Enfield, County of Hants. Presented March 2, 1914.—*Mr. Macdonald* .....*Not printed.*
- 44 (4m).** Return to an Order of the House of the 2nd February, 1914, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the first day of February, 1913, to date, in the County of Westmorland, New Brunswick, in connection with any of the departments of the public service, except the Post Office Department; together with the names of the dismissed officials or employees, the reasons for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the government, or of the Government Railway Managing Board, or of the officials of the Intercolonial and the Prince Edward Island Railways; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented March 3, 1914.—*Mr. Emmerson* .....*Not printed.*
- 44 (4n).** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of D. Dishaw, employee of the Marine shipyard at Prescott, Ontario. Presented March 3, 1914.—*Mr. Turriff* .....*Not printed.*
- 44 (4o).** Return to an Order of the House of the 11th February, 1914, for a copy of all papers, letters and documents of every kind relative to the dismissal of A. Michael Russell from the position of caretaker of the drill hall at Windsor, County of Hants. Presented March 3, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*
- 44 (4p).** Return to an Order of the House of the 2nd February, 1914, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Mr. A. Coyette, postmaster at St. Valerien de Milton, Shefford County, Quebec, and of the evidence taken, and of the reports of investigation held by Dr. W. L. Shurtleff in regard to the same. Presented March 5, 1914.—*Mr. Boivin* .....*Not printed.*
- 44 (4q).** Return to an Order of the House of the 21st April, 1913, for a copy of the evidence and report in the investigation held by Mr. W. A. E. Flynn, in the case of P. D. Bourdages, keeper of the lighthouse at Bonaventure Point, Quebec, of the charges made against the said Bourdages by Ovide Bourdages, Raymond Bourdages, Pierre Henry, J. A. Mousseau and D. Champoux. Presented March 5, 1914.—*Mr. Marcell (Bonaventure)* .....*Not printed.*
- 44 (4r).** Return to an Order of the House of the 21st April, 1913, for a copy of the charges made by Messrs. W. S. Montgomery, J. I. Boudreau, N. Bourg, J. A. Mousseau, N. Boudreau, against Louis Bujold, keeper of the lighthouse at Carleton Point, Quebec. Presented March 5, 1914.—*Mr. Marcell (Bonaventure)* .....*Not printed.*
- 44 (4s).** Return to an Order of the House of the 11th February, 1914, for a return showing reasons for the dismissal of Mr. Shuibine, caretaker of the Immigration Hall at Edmonton, the date of his appointment and of dismissal, and salary at time of dismissal; also the name of caretaker appointed in his place, with date of appointment, salary and qualifications. Presented March 6, 1914.—*Mr. Oliver* .....*Not printed.*

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 CONTENTS OF VOLUME 28—Continued.

- 44 (4t). Return to an Order of the House of the 11th February, 1914, for a return showing the reasons for the dismissal of Mr. Webster, immigration agent at Edmonton; the date of his appointment and of dismissal, and salary at time of dismissal; also the name of the agent appointed in his place, with date of appointment, salary and qualifications? Presented March 6, 1914.—*Mr. Oliver*.....*Not printed.*
- 44 (4u). Return to an Order of the House of the 11th February, 1914, for a return showing reasons for the dismissal of Jacob Mohr, interpreter for the immigration agency at Edmonton; the date of his appointment and of dismissal, and salary at time of dismissal; also the name of the interpreter appointed in his place with date of appointment, salary and qualifications. Presented March 6, 1914.—*Mr. Oliver*.....*Not printed.*
- 44 (4v). Return to an Order of the House of the 11th February, 1914, for a return showing reasons for the dismissal of Mr. P. Tomkins, Dominion Lands Agent at Grouard, the date of his appointment and of dismissal, and salary at time of dismissal; also the name of agent appointed in his place, with date of appointment and salary. Presented March 6, 1914.—*Mr. Oliver*.....*Not printed.*
- 44 (4w). Return to an Order of the House of the 2nd February, 1914, for a copy of all documents bearing upon dismissals and appointments of officials of the Inland Revenue Department in Bonaventure County since January 1, 1912, to date; together with a statement showing the salaries, emoluments and amounts paid to the new appointees since appointment, compared with amounts paid officials for corresponding periods in 1911 and 1912. Presented March 6, 1914.—*Mr. Morcil (Bonaventure)*.....*Not printed.*
- 44 (4x). Return to an Order of the House of the 2nd February, 1914, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Mr. Arthur Dupuis, postmaster at Pontbriand, County of Megantic, Quebec, and of the evidence taken and of the reports of investigation held by Dr. W. L. Shurtleff in regard to the same. Presented March 6, 1914.—*Mr. Pacaud*.....*Not printed.*
- 44 (4y). Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, letters, telegrams, petitions and other documents relating to the dismissal of Jos. Serguis Archambault, as postmaster of the town of Terrebonne, and to the appointment of George Beausoleil, as his successor. Presented March 6, 1914.  
*Mr. Scguin* .....*Not printed.*
- 44 (4z). Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, letters, telegrams, reports and all other papers relating to the dismissal of Martin Lanigan, postmaster at Sexton, County of Kent, New Brunswick, and of the minutes of evidence of any investigation or inquiry held relating to the said dismissal, and of all and any charges and recommendations connected therewith; also a copy of all letters written to the Postmaster General or to any official of the Post Office Department, by F. J. Robidoux, M.P., or by any other person relating to the said dismissal. Presented March 6, 1914.—*Mr. Emmerson*.....*Not printed.*
- 44 (5a). Return to an Order of the House of the 2nd February, 1914, for a copy of all documents, letters, correspondence and petitions asking for the dismissal of Mr. Felix Raymond, postmaster at Ste. Scholastique Village, County of Two Mountains, together with everything in connection with such dismissal. Presented March 6, 1914.—*Mr. Ethier*.  
*Not printed.*
- 44 (5b). Return to an Order of the House of the 16th February, 1914, for a copy of all papers in connection with the sub-lands agency in Gravelburg, Saskatchewan. Presented March 10, 1914.—*Mr. Knowles*.....*Not printed.*
- 44 (5c). Further Supplementary Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th of October, 1911, to this date, in the County of King's, Province of Nova Scotia, in connection with any of the departments of the public service, not including cases in which orders have already passed; together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government, also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid, or to be paid, by any department in connection with the said dismissals and investigations or removals from office. Presented March 10, 1914.—*Mr. McKenzie*.....*Not printed.*
- 44 (5d). Return to an Order of the House of the 11th February, 1914, for a copy of all papers, telegrams, correspondence and petitions in any way referring to the dismissal of the postmaster at Ainslie Glen, Inverness County, and the appointment of Neil McKinnon to said office. Presented March 12, 1914.—*Mr. Chisholm (Inverness)*.  
*Not printed.*



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**CONTENTS OF VOLUME 28—Continued.**

- 44 (5e).** Return to an Order of the House of the 9th February, 1914, for a copy of all papers, documents, correspondence, letters, &c., since October 1, 1911, relating to the appointment of a postmaster at Upper Ohio, Shelburne County, N.S. Presented March 12, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 44 (5f).** Return to an Order of the House of the 9th February, 1914, for a copy of all papers, documents, correspondence, letters and telegrams, relating to the dismissal of Jos. H. Lefebvre, postmaster at Howick Station, County of Chateaugay, and the appointment of his successor. Presented March 12, 1914.—*Mr. Robb*.....*Not printed.*
- 44 (5g).** Return to an Order of the House of the 11th February, 1914, for a copy of all correspondence, letters, telegrams, petitions and other documents in any way connected with the dismissal of the postmaster at Alexander, Inverness County, and the appointment of a successor. Presented March 12, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*
- 44 (5h).** Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, letters, telegrams and documents of all kinds in possession of the Government or any department thereof, in any way relating to the employment of and dismissal from the Geological Survey of Canada of N. H. McLeod, North East Margaree, Inverness County, N.S. Presented March 12, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*
- 44 (5i).** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of M. Barry, from the service of the Marine Department at Prescott, Ontario. Presented March 17, 1914.—*Mr. Lemieux*.....*Not printed.*
- 44 (5j).** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of W. Granton, from the service of the Marine Department at Prescott, Ontario. Presented March 17, 1914.—*Mr. Thomson (Qu'Appelle)*.....*Not printed.*
- 44 (5k).** Return to an Order of the House of the 9th February, 1914, for a copy of all letters, and telegrams in connection with the dismissal of the postmaster at Fletwode, Saskatchewan, and the changing of the location of the said post office. Presented March 17, 1914.—*Mr. Turriff*.....*Not printed.*
- 44 (5l).** Return to an Order of the House of the 2nd February, 1914, for a return showing in detail the number of dismissals or removals from office from 1st February, 1913, of postmasters in the County of Westmorland, New Brunswick; together with the names of the dismissed postmasters, or postmistresses, the reason of their dismissal, and a copy of the charges or complaints against such officials respectively, and of all correspondence with respect to the same; and of all correspondence, recommendations, petitions, protests and other documents, and of all notes of evidence and of the reports of investigations, where such were held, relating thereto, or to the appointment of successors to fill such offices respectively; and also the names of all persons appointed to fill the vacancies caused by such dismissals, and of the persons by whom the same respectively were recommended for appointment. Presented March 17, 1914.—*Mr. Emmerson*.....*Not printed.*
- 44 (5m).** Return to an Order of the House of the 16th February, 1914, for a return showing the name of the postmaster of the Parish of St. Henri de Lauzon, County of Lévis, who, it is said, was dismissed from office since September, 1911, the reasons for such dismissal, the nature of the complaints made against him, the names of the parties who made those complaints, together with a copy of all correspondence and telegrams relating thereto, the name of the inquiring commissioner, and report of investigation, if any, and of all evidence taken at the investigation, the names of those who recommended the successor, names of the parties by whom the Government was represented at such investigation, with a detailed statement of all the accounts paid or to be paid by any department in connection with the aforesaid dismissal and investigation, the names of the parties who received any money or filed their accounts in connection with said investigation, and the amount awarded to or claimed by each of them. Presented March 17, 1914.—*Mr. Bourassa*.....*Not printed.*
- 44 (5n).** Return to an Order of the House of the 23rd February, 1914, for a copy of all letters, petitions, telegrams, evidence, reports, papers and documents, in the possession of the Post Office Department, or any other department, relating to the dismissal of Geo. Skates, postmaster at Appin, Ontario; and if there was an investigation, the name of the investigator and witnesses, a copy of the evidence and of letters, papers, petitions, recommendations and other documents connected with the appointment of Mr. Skates' successor. Presented March 17, 1914.—*Mr. Ross*.....*Not printed.*
- 44 (5o).** Return to an Order of the House of the 9th March, 1914, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Geo. J. Ryan and Charles Hamlin from the Canadian customs service at Newport, Vermont, and of the appointment of Charles A. Boright and Frank S. Baker to the said positions. Presented March 20, 1914.—*Mr. Boivin*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

- 44 (5p). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations, in any way relating to the dismissal of J. Shaver, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Law*.....*Not printed.*
- 44 (5q). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of R. Lunay, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Carroll*.....*Not printed.*
- 44 (5r). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. Slattery, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Beland*.....*Not printed.*
- 44 (5s). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. Walsh, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*
- 44 (5t). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of W. Gerts, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Wilson (Laval)*.....*Not printed.*
- 44 (5u). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of D. Boivard, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Kytz*.....*Not printed.*
- 44 (5v). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of G. Scott, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Nesbitt*.....*Not printed.*
- 44 (5w). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. Offspring, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Warnock*.....*Not printed.*
- 44 (5x). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. Hayes, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Turfiff*.....*Not printed.*
- 44 (5y). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of P. Belanger, from the service of the Marine Department at Prescott, Ontario. Presented March 20, 1914.—*Mr. Proulx*.....*Not printed.*
- 44 (5z). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of L. Place, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Pacaud*.....*Not printed.*
- 44 (6a). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of C. Kavanagh, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Carrell*.....*Not printed.*
- 44 (6b). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. Roche, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Sinclair*.....*Not printed.*
- 44 (6c). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. McInnis, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. McCoig*.....*Not printed.*
- 44 (6d). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of E. Scott, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Demers*.....*Not printed.*
- 44 (6e). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of C. Wright, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Clark (Red Deer)*.....*Not printed.*
- 44 (6f). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of L. Lalonde, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Bureau*.....*Not printed.*

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**CONTENTS OF VOLUME 28—Continued.**

- 44 (6j).** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of H. Birks, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Charlton*.....*Not printed.*
- 44 (6k).** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of W. Jarvis, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Gauvreau*.....*Not printed.*
- 44 (6i).** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. McDermott, employee of the Marine shipyard at Prescott, Ontario. Presented March 23, 1914.—*Mr. Devlin*.....*Not printed.*
- 44 (6j).** Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of George L. Brown, officer in charge of the Dominion lighthouse, Prescott Depot, Ontario, and the appointment of his successor. Presented March 23, 1914.—*Mr. Proulx*.....*Not printed.*
- 44 (6k).** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. Lane, employee of the Marine shipyard at Prescott, Ontario. Presented March 23, 1914.—*Mr. MacNutt*.....*Not printed.*
- 44 (6l).** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of D. Perrin, employee of the Marine shipyard at Prescott, Ontario. Presented March 23, 1914.—*Mr. Lemieux*.....*Not printed.*
- 44 (6m).** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. A. Mundle, employee of the Marine shipyard at Prescott, Ontario. Presented March 23, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 44 (6n).** Return to an Order of the House of the 16th February, 1914, for a return showing the name of the postmaster of the Parish of St. Lambert, County of Lévis, who, it is stated, was dismissed from office since September, 1911, the reasons for such dismissal, the nature of the complaints made against him, the names of the parties who made those complaints, together with a copy of all correspondence and telegrams relating thereto, the name of the inquiring commissioner, and report of investigation, if any, and of all evidence taken at the investigation, the names of those who recommended the successor, names of the parties by whom the Government was represented at such investigation, with a detailed statement of all the accounts paid or to be paid by any department in connection with the aforesaid dismissal and investigation, the names of the parties who received any money or filed their accounts in connection with said investigation and the amount awarded to or claimed by each of them. Presented March 23, 1914.—*Mr. Bourassa*.....*Not printed.*
- 44 (6o).** Return to an Order of the House of the 2nd February, 1914, for a return showing the changes in postmasterships in Bonaventure County from January 1, 1913, to date, with a list of dismissals, and reasons therefor, and of new appointments, also a copy of all reports, correspondence, petitions and documents generally bearing on this subject; together with a list of post office contracts cancelled in said constituency, with reasons therefor, if any, and of new contracts awarded, with the old rate and the new, and whether tenders were called for, in each case, and whether contracts were awarded to lowest tenderer or not. Presented March 23, 1914.—*Mr. Maréchal (Bonaventure)*.....*Not printed.*
- 44 (6p).** Return to an Order of the House of the 2nd February, 1914, for a return of all reports, memorials, correspondence and documents generally, bearing on the dismissal of customs officials in Bonaventure county from January 1, 1913, to date, together with a statement of salaries paid to old and new officials, and a copy of recommendations on which new officials were appointed, if any. Presented March 25, 1914.—*Mr. Maréchal (Bonaventure)*.....*Not printed.*
- 44 (6q).** Return to an Order of the House of the 2nd February, 1914, for a return showing in detail the number of dismissals from office since October 1, 1911, not already brought down, of postmasters in the County of Albert, New Brunswick, together with the names of the dismissed postmasters, the reason of their dismissal, and a copy of the charges or complaints against such officials respectively, also a copy of all correspondence, recommendations, petitions, protests and other documents, and of all notes of evidence and of the reports of investigations, where such were held with respect to the same or relating thereto, or to the appointment of successors to fill such offices respectively. And also the names of all persons appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same were respectively recommended for appointment. Presented March 25, 1914.—*Mr. Emerson*.....*Not printed.*

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- 44 (6r). Supplementary Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the constituency of Queen's, Shelburne, Nova Scotia, in connection with any of the departments of the public service, not including cases in which orders have already been passed; together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held and of all reports relating to such dismissals now in the possession of any of the departments of the Government, also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same may have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented March 26, 1914.—*Mr. Law*.....Not printed.
- 44 (6s). Supplementary Return to an Order of the House of the 10th December, 1912, for a return showing all the public officers dismissed by the present Government in the electoral district of Kamouraska, with the names and duties of such persons respectively, the reason for their dismissal, the nature of the complaints brought against them, also of all correspondence relating thereto and reports of inquiries in cases where such have been held. Presented March 26, 1914.—*Mr. Lapointe (Kamouraska)*.....Not printed.
- 44 (6t). Return to an Order of the House of the 16th February, 1914, for a return showing the name of the postmaster of the Parish of Notre Dame de Charny, County of Lévis, who, it is stated, was dismissed from office since September, 1911, the reasons for such dismissal, the nature of the complaints made against him, the names of the parties who made those complaints, together with a copy of all correspondence and telegrams relating thereto, the name of the inquiring commissioner, and report of investigation, if any, and of all evidence taken at the investigation, the names of those who recommended the successor, names of the parties by whom the Government was represented at such investigation, with a detailed statement of all the accounts paid or to be paid by any department in connection with the aforesaid dismissal and investigation, the names of the parties who received any money or filed their accounts in connection with said investigation, and the amount awarded to or claimed by each of them. Presented March 31, 1914.—*Mr. Bourassa*.....Not printed.
- 44 (6u). Return to an Order of the House of the 16th March, 1914, for a copy of all telegrams, letters and correspondence in connection with the dismissal of Charles S. Melanson, postmaster of Corberrie, Digby County, N.S. Presented April 1, 1914.—*Mr. Law*.....Not printed.
- 44 (6v). Return to an Order of the House of the 11th February, 1914, for a return showing reasons for the dismissal of Gordon McDonald, homestead inspector in the Grouard Land Agency, the date of his appointment and of dismissal, and salary at time of dismissal; also the names of inspector appointed in his place, with date of appointment and salary. Presented April 2, 1914.—*Mr. Oliver*.....Not printed.
- 44 (6w). Return to an Address to His Royal Highness the Governor General of the 17th February, 1913, for a copy of all letters, papers and documents relating to the appointment of W. F. Slack as clerk of works in the Department of Public Works at Ottawa; a copy of the charges against the said W. F. Slack, which were investigated by Honourable F. D. Monk, and of all the letters suspending and re-instating the said W. F. Slack; of the employees memorial, dated May 11, 1912, and addressed to Honourable F. D. Monk; praying for the retention in office of the said W. F. Slack; a copy of the charges investigated by Commissioner R. V. Sinclair, of the evidence taken and the reports made by the said commissioner; and also of all correspondence, requests, recommendations and orders in council relating to the dismissal of the said W. F. Slack. Presented April 2, 1914.—*Mr. Murphy*.....Not printed.
- 44 (6x). Return to an Order of the House of the 28th April, 1913, for a copy of all correspondence, memoranda, reports, telegrams, and of all documents whatsoever, in connection with and having relation to the dismissal of William Brunelle, lighthouse keeper at Pointe à Citrouille, County of Champlain, Province of Quebec. Presented April 2, 1914.—*Mr. Bureau*.....Not printed.
- 44 (6y). Return to an Order of the House of the 23rd March, 1914, for a copy of all documents, correspondence, petitions, recommendations, &c., in connection with the dismissal of Arthur Levesque, light keeper at Grosse Isle, Kamouraska, and with the appointment of his successor? Presented April 7, 1914.—*Mr. Lapointe (Kamouraska)*.....Not printed.
- 44 (6z). Return to an Order of the House of the 28th April, 1913, for a copy of all correspondence, memoranda, reports, telegrams and all other documents whatsoever having reference to the dismissal of L. Philippe Carignan, lighthouse keeper at Champlain, County of Champlain. Presented April 2, 1914.—*Mr. Bureau*.....Not printed.

CONTENTS OF VOLUME 28—*Continued.*

- 44 (7a).** Return to an Order of the House of the 23rd March, 1914, for a copy of all documents, petitions, correspondence, recommendations, investigations, &c., in connection with the dismissal of Dominique Levesque, lightkeeper at Rivière Ouelle wharf, County of Kamouraska, and with the appointment of his successor. Presented April 7, 1914.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*
- 44 (7b).** Return to an Order of the House of the 2nd February, 1914, for a return showing in detail the number of dismissals from public offices by the present Government in the electoral district of Shefford from the 1st of October, 1911, not already brought down to the present date; together with the names of the dismissed officers, the reasons for their dismissal, the complaints against such officials, names of the complainants in each case, and the names of their successors in office. Presented April 16, 1914.—*Mr. Boivin*.....*Not printed.*
- 44 (7c).** Supplementary Return to an Order of the House of the 10th December, 1912, for a return showing all public officers removed by the present Government in the District of Portneuf, together with the names and duties of each person, the reasons for their dismissal, the nature of the complaints brought against them, also a copy of all correspondence relating thereto and reports of inquiries in cases where such were held. Presented April 16, 1914.—*Mr. Delisle*.....*Not printed.*
- 44 (7d).** Return to an Order of the House of the 4th February, 1914, for a copy of all correspondence relative to the dismissal of Alex. W. Finlayson, keeper of light on St. Esprit Island, Richmond County, N.S., and to his resignation and the appointment of a successor. Presented April 17, 1914.—*Mr. Kyte*.....*Not printed.*
- 44 (7e).** Return to an Order of the House of the 4th March, 1914, for a copy of all papers, evidence, &c., in connection with the investigation held by the Department of Marine and Fisheries against the light keeper of Cape Cove, County of Gaspé, in 1911. Presented April 17, 1914.—*Mr. Lemieux*.....*Not printed.*
- 44 (7f).** Return to an Order of the House of the 16th February, 1914, for a copy of all telegrams, correspondence and documents of all kinds in any way relating to the dismissal or suspension from duty of Dan Cormier, an officer in the life-saving station at Eastern Harbour, Inverness County, Nova Scotia. Presented April 21, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*
- 44 (7g).** Return to Order of the House of the 16th February, 1914, for a copy of all documents bearing on the appointment and dismissal of Ben. V. Willett, as light keeper at Point Duthie, Quebec, and of the appointment of James Doddridge as his successor, as well as of those bearing on the contemplated removal of that light to Maria wharf. Presented April 21, 1914.—*Mr. Marcil (Bonaventure)*.....*Not printed.*
- 44 (7h).** Return to an Order of the House of the 12th February, 1914, for a return showing the names of the postmasters who have been dismissed in the County of Lévis since the month of September, 1911; the number of the dismissed postmasters, since the month of September, 1911, who have been appointed in the place of postmasters dismissed under the late administration; and the names of the postmasters who were dismissed under the late administration. Presented April 22, 1914.—*Mr. Bourassa*.....*Not printed.*
- 44 (7i).** Return to an Order of the House of the 2nd March, 1914, for a copy of all correspondence, papers, documents, evidence, reports, telegrams, &c., relating to the dismissal of John A. L. McLellan, late Light keeper at Fish Island, Prince Edward Island. Presented April 28, 1914.—*Mr. Hughes (Kings, P.E.I.)*.....*Not printed.*
- 44 (7j).** Return to an Order of the House of the 6th April, 1914, for a copy of all documents bearing on the dismissal of Thomas Le Blanc, as postmaster of Allard, Bonaventure County, and the appointment of his successor. Presented April 30, 1914.—*Mr. Marcil (Bonaventure)*.....*Not printed.*
- 44 (7k).** Return to an Order of the House of the 21st April, 1913, for a copy of all letters, telegrams, petitions, complaints, evidence, reports and other documents relating to the dismissal of William E. Ehler, Lightkeeper, Queensport, N.S., also a detailed statement of the expenses connected with the investigation, distinguishing the allowance paid the commissioner from travelling expenses and witness fees; and of all papers connected with the appointment of Mr. Ehler's successor. Presented May 5, 1914.—*Mr. Sinclair*.....*Not printed.*
- 44 (7l).** Return to an Order of the House of the 2nd March, 1914, for a copy of all letters, petitions, telegrams, evidence, reports, papers and documents in the possession of the Post Office Department, or any other Department, relating to the dismissal of Samuel Dickson, postmaster at Seaforth, Ontario, and if there was an investigation, the names of the investigator and witnesses, with a copy of the evidence and of all letters, papers, petitions, recommendations, or other documents connected with the appointment of Mr. Dickson's successor. Presented May 8, 1914.—*Mr. Ross*.....*Not printed.*

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 CONTENTS OF VOLUME 28—*Continued.*

- 44 (7m).** Return to an Order of the House of the 6th April, 1914, for a copy of all petitions, letters, complaints and other documents relating to the dismissal of Charles McPherson, postmaster at North Riverside, County of Guysborough, N.S., and of all recommendations and correspondence relating to the appointment of his successor; also a copy of all evidence and of the report of the investigation, if any, and a statement of the expenses of said investigation. Presented May 8, 1914.—*Mr. Sinclair*. . . . . *Not printed.*
- 44 (7n).** Return to an Order of the House of the 9th March, 1914, for a copy of all letters, telegrams, petitions, notes of evidence, charges, if any, and other papers and documents relating to the dismissal of Christian L. Ehler, postmaster at Queensport, N.S., and of all correspondence, petitions and other papers and documents relating to the appointment of his successor, with a detailed statement of the expenses of the said investigation, if any. Presented May 11, 1914.—*Mr. Sinclair*. . . . . *Not printed.*
- 44 (7o).** Return to an Order of the House of the 12th March, 1914, for a return showing:—
1. Whether Christian L. Ehler, postmaster at Queensport, N.S., has been dismissed; and if so, when?
  2. Whether the charges against this postmaster were in writing, and by whom the said charges were signed?
  3. What the charges were?
  4. Who conducted the investigation, if any?
  5. Whether the investigation took place after the dismissal or before?
  6. Whether the commissioner recommended the dismissal of this postmaster?
  7. The names of the witnesses examined?
  8. The expense of the investigation in detail?
  9. If the Postmaster General is of the opinion that the evidence taken at the investigation justified this dismissal? Presented May 11, 1914.—*Mr. Sinclair*. . . . . *Not printed.*
- 44 (7p).** Return to an Order of the House of the 19th February, 1913, for a copy of all letters, petitions, telegrams, complaints, findings, reports and other papers in the possession of the Post Office Department, or any Department of the Government, relating to the dismissal or discharge of James White, postmaster at Sidney, British Columbia and if there was an investigation, the names of the witnesses examined and a detailed statement of the expenses of such investigation; also of all letters, telegrams, recommendations and other papers connected with the appointment of his successor. Presented May 11, 1914.—*Mr. Sinclair*. . . . . *Not printed.*
- 44 (7q).** Return to an Order of the House of the 5th March, 1914, for a copy of the petition, recommendations and other correspondence relating to the change in the location of the post office at Mount St. Patrick in South Renfrew, and the dismissal of the postmaster. Presented May 11, 1914.—*Mr. Graham*. . . . . *Not printed.*
- 44 (7r).** Return to an Order of the House of the 16th February, 1914, for a copy of all documents bearing on the dismissal of the officer in charge of the Port Daniel West, Quebec, lobster hatchery, Edward Dea, and on the appointment of his successor. Presented May 15, 1914.—*Mr. Marcell (Bonaventure)*. . . . . *Not printed.*
- 44 (7s).** Return to an Order of the House of the 20th April, 1914, for a copy of all correspondence in connection with the dismissal of A. C. Cameron of Fairlight, Saskatchewan, from his position as mail contractor. Presented May 16, 1914.—*Mr. Turrif*. . . . . *Not printed.*
- 44 (7t).** Return to an Order of the House of the 16th March, 1914, for a copy of all charges, correspondence, letters, petitions, telegrams and other documents relating to the dismissal of Mr. Geo. F. Payne, postmaster at Granby, Shefford County Quebec, and of the appointment of his successor, Mr. J. L. Dozois, N.P., and also of the transfer of the said office from the one to the other, together with a copy of the evidence taken at all investigations held in connection with the said dismissal, appointment and transfer, and of the reports of said investigations. Presented May 16, 1914.—*Mr. Boivin*. . . . . *Not printed.*
- 44 (7u).** Return to an Order of the House of the 30th March, 1914, for a return showing the names of the postmasters who have been dismissed from the office since 1900, in the County of Portneuf, the number of investigations and the names of those whose cases were investigated. Presented May 16, 1914.—*Mr. Delisle*. . . . . *Not printed.*
- 44 (7v).** Return to an Order of the House of the 23rd March, 1914, for a copy of all letters, telegrams, correspondence, complaints and protests on file, referring to the dismissal of the late postmaster at Havre Boucher, N.S., and to the appointment of a successor. Presented May 16, 1914.—*Mr. Clisholm (Antigonish)*. . . . . *Not printed.*
- 44 (7w).** Return to an Order of the House of the 6th April, 1914, for a copy of all documents, investigations, reports and letters, concerning the dismissal of William Campbell, Night Keeper on the wharf at New Richmond, Quebec, and the appointment of James Robertson as his successor; together with a copy of recommendations and the letters respecting the appointment, if any. Presented May 29, 1914.—*Mr. Marcell (Bonaventure)*. . . . . *Not printed.*

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**CONTENTS OF VOLUME 28—Continued.**

- 44 (7x).** Supplementary Return to an Order of the House of the 2nd February, 1914, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the first day of February, 1913, to date, in the County of Westmorland, New Brunswick, in connection with any of the Departments of the Public Service, except the Post Office Department, together with the names of the dismissed officials or employees, the reasons for their respective dismissal, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal and of all minutes of evidence of investigations where any such were held and of all reports relating to such dismissals now in the possession of any of the departments of the Government, or of the Government Railway Managing Board, or of the officials of the Intercolonial and the Prince Edward Island Railways; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented June 2, 1914.—*Mr. Emmerson*.....*Not printed.*
- 44 (7y).** Return to an Order of the House of the 14th April, 1913, for a return showing the detail and number of dismissals from public offices in the Department of Marine and Fisheries from December 5, 1912, to this date, in the County of Bonaventure, the names of the dismissed occupants, the reasons for their dismissal, the complaints against such officials, and a copy of all correspondence with respect to the same, and of all reports of investigations, where such were held; as well as a list of the new appointments made by the department, with names, residence, salaries and duties, and a copy of all recommendations of such appointments. Presented June 2, 1914.—*Mr. Marcil (Bonaventure)*.....*Not printed.*
- 44 (7z).** Return to an Order of the House of the 4th May, 1914, for a copy of all complaints and other documents bearing upon the dismissal of J. R. Devison as postmaster of Richmond, Quebec, and the appointment of his successor. Presented June 2, 1914.—*Mr. Tobin*.....*Not printed.*
- 44 (8a).** Return to an Order of the House of the 4th May, 1914, for a copy of all correspondence exchanged by and with the Department of Inland Revenue and the late J. G. Morisseau and A. M. Coldwell, New Carlisle, Quebec, and David Champoux, Campbellton, N.B. or Restigouche, Quebec, in connection with the dismissal of Arthur B. Caldwell, Assistant Inspector of Weights and Measures, District of Quebec. Presented June 8, 1914.—*Mr. Marcil*.....*Not printed.*
- 44 (8b).** Supplementary Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of Annapolis Nova Scotia, in connection with any of the departments of the public service, but not including cases in which orders have already passed together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the government; also the names of all parties appointed to fill vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented June 8, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*
- 44 (8c).** Partial Return to an Order of the House of the 18th February, 1914, for a copy of all charges, complaints, memorials, correspondence and telegrams, not already produced, relating to officials in any department of the Government since October 10, 1911, the number of officials dismissed, reports of investigations held in respect of such charges, items of expenditure and cost of each investigation, the names of persons appointed to office in the place of dismissed officials, and of all recommendations received in behalf of persons so appointed in the Province of Prince Edward Island. Presented June 12, 1914.—*Mr. Hughes (Kings, P.E.I.)*.....*Not printed.*
- 44 (8d).** Return to an Order of the House of the 1st June, 1914, for a copy of all charges and complaints, letters, telegrams and correspondence respecting the dismissal of Captain Jeremiah Decoste, mate and craneman, employed on dredge No. 6 under Captain Dan Gill's during the season of 1912, and of all representations made and correspondence had with the Department of Public Works, or any officer thereof regarding his re-instatement. Presented June 12, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*
- 45.** Return to an Order of the House of the 12th May, 1913, for a copy of all communications made by the Canadian Forestry Association to the Government between March 31, 1912, and March 31, 1913, with the replies made thereto. Presented January 19, 1914.—*Mr. Oliver*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

46. Return to an Order of the House of the 16th January, 1913, for a return showing the number of bushels of grain and sacks or barrels of flour which were shipped from Port William and Port Arthur by vessel during 1912, and the different kinds of grain respectively; to what points were the same shipped in Canada and the United States giving quantities and kinds respectively, and at what points in Canada was grain or flour received by vessel from the United States, giving the quantities and kinds respectively. Presented January 19, 1914.—*Mr. Bennett (Simcoe)*.....*Not printed.*
47. Return to an Order of the House of the 7th May, 1913, for a copy of the report concerning Indian Titles which was presented to the Superintendent General of Indian Affairs under date of August 20, 1909. Presented January 19, 1914.—*Mr. Thompson (Yukon)*.....*Not printed.*
48. Copy of Order in Council No. P. C. 3602, dated 29th November, 1913, in respect to Pensions or Gratuities to officers of the Royal Canadian Navy, in accordance with section 47 of the Naval Service Act, 1910. Presented by Hon. Mr. Hazen, January 19, 1913.  
*Not printed.*
49. Return to an Order of the House of the 26th May, 1913, for a copy of all telegrams, letters, &c., from the Department of Customs sent to or received from John C. Bourinot, Port Hawkesbury, customs officer, during the years 1895-6-7. Presented January 19, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*
- 49a. Return to an Order of the House of the 26th May, 1913, for a return showing a complete list of the seizures made by John C. Bourinot, during his incumbency as acting preventive officer from 1884 to 1886; also during his term of office as Collector of Customs for the Port of Hawkesbury from 1886 to 1898, also during his term of office of special officer of customs from 1898 to 1912; with the date of each seizure, number of each seizure, name of party from whom seizure was made, in case of vessels, the names of the vessels; also the names of the owners of such vessels, the amount of each seizure, name of port where seizure was made, and the amount of the seizures made by him from 1884 to May 1, 1912, for the whole Province of Nova Scotia. Presented January 19, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*
50. Statement of Governor General's Warrants issued since the last session of parliament on account of 1913-14. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*
51. Statement in pursuance of Section 17 of the Civil Service Insurance Act, for the year ending March 31, 1913. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*
52. Statement of Superannuation and Retiring Allowances in the Civil Service during the year ending December 31, 1913, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, also whether vacancy is filled by promotion or by appointment, and salary of any new appointee. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*
53. Statement of Receipts and Expenditures of the Ottawa Improvement Commission to March 31, 1913. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*
54. Statement of expenditure on account of "Miscellaneous Unforeseen Expenses," from the 1st April, 1913, to the 14th January, 1914, in accordance with the Appropriation Act of 1912. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*
55. Statement of the affairs of the Royal Society of Canada, for the year ended April 30, 1913. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*
56. Statement of Temporary Loans since March 31, 1913. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*
57. Statement of Treasury Bills discounted since March 31, 1913. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*
58. Certified List of Shareholders of the Montreal City and District Savings Bank, and La Caisse D'Economie de Notre Dame de Quebec, as on the 31st December, 1913. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*
59. Copies of General Orders promulgated to the militia for the period between November 18, 1912, and November 25, 1913. Presented by Hon. Mr. Hughes, January 19, 1914.  
*Not printed.*
60. Return to an Order of the House of the 30th April, 1913, for a copy of the report made by the Inquiring Commissioner, Mr. J. H. Bergeron, in the inquiry lately held by him, at Quebec, re Doctor J. D. Page, of Quebec, and of the reports made by the advocate of the complainant and defendant in the same cause at the request of the Inquiring Commissioner. Presented January 20, 1914.—*Mr. Boulay*.....*Not printed.*
61. Return to an Order of the House of the 26th March, 1913, for a copy of all petitions, reports, recommendations, correspondence, letters, telegrams and other communications concerning the east half of section 26, in township 6, range 8, west of the fourth meridian. Presented January 20, 1914.—*Mr. Buchanan*.....*Not printed.*



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 CONTENTS OF VOLUME 28—Continued.
 

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- 61<sup>a</sup>. Return to an Order of the House of the 24th February, 1913, for a copy of all memoranda, letters, papers, or other documents in the possession of the Department of the Interior relating to the N.W.  $\frac{1}{4}$  of S-49-23-4, and the S.W.  $\frac{1}{4}$  of 7-49-23-4. Presented January 20, 1914.—*Mr. Oliver*.....*Not printed.*
62. Return to an Order of the House of the 22nd January, 1913, for a copy of all correspondence, &c., exchanged between the Minister of Labour and the Canadian Pacific Railway strikers on their application for a Board of Conciliation and Investigation. Presented January 20, 1914.—*Mr. Lemieux*.....*Not printed.*
63. By-laws of the Moravian Indians of the Thames and Regulations of the Abenakis Indians of St. Francis, approved by His Excellency the Administrator in Council on the 27th March, 1913, and the 21st April, 1913, respectively. Presented by Hon. Mr. Coderre, January 20, 1914.....*Not printed.*
64. General Rules and Orders of the Exchequer Court of Canada made, respectively, on the 24th September, 1913, and the 13th December, 1913. Presented by Hon. Mr. Coderre, January 20, 1914.....*Not printed.*
65. Regulations under "The Destructive Insect and Pest Act."—(*Senate*).....*Not printed.*
66. Remission of Duties and refund under Section 92, Audit Act.—(*Senate*).....*Not printed.*
67. Return to an Order of the House of the 19th May, 1913, for a return showing a comparative and detailed statement of costs of production, maintenance, operation, and management, and receipts of the Dog Fish Reduction Works at Clark's Harbour, N.S., for the years 1910, 1911 and 1912. Presented January 21, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
68. Return to an Order of the House of the 21st May, 1913, for a copy of all papers, letters, documents, contracts, settlements, records of settlements, and all other papers and documents in any way relating to the claim of the Rainy River Navigation Company against the Government, arising out of a subsidy agreement for the operation of certain boats between Fort Frances and Kenora for the season of 1911, or in connection with the settlement of the said claim, or of the said subsidy. Presented January 21, 1914.—*Mr. Maclean (York)*.....*Not printed.*
69. Return to an Order of the House of the 31st March, 1913, for a copy of all correspondence, letters, telegrams, reports, recommendations, certificates, and of all other documents relating to the appointment of Mr. J. S. Jackson as superintendent of the Government shipyards at St. Joseph de Sorel. Presented January 22, 1914.—*Mr. Cardin*.....*Not printed.*
70. Return to an Order of the House of the 23th January, 1913, for a copy of all letters, petitions, telegrams, complaints, reports, bonds of indemnity, and all other papers and documents in the possession of the Post Office Department, or any department of the Government, relating to the letting of a contract for carrying the mails between Sherbrooke, County of Guysborough, N.S., and Moser's River, County of Halifax, N.S., during the years 1911 and 1912. Presented January 22, 1914.—*Mr. Sinclair*.....*Not printed.*
- 70<sup>a</sup>. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, and other documents relating to the mail contract between Scotsburn Station and West Branch, River John, County of Pictou, in the year 1912. Presented January 22, 1914.—*Mr. Macdonald*.....*Not printed.*
- 70<sup>b</sup>. Return to an Order of the House of the 2nd April, 1913, for a copy of all correspondence, reports and other documents relative to the mail contract between Scotsburn and West Branch, River John, Pictou County, since October 1, 1911. Presented January 22, 1914.—*Mr. Macdonald*.....*Not printed.*
- 70<sup>c</sup>. Return to an Order of the House of the 10th December, 1912, for a return showing (a) each mail contract awarded since the 15th of October, 1911; (b) the name of the tenderer in each case; (c) the figures of each tender; and (d) the name of each party to whom such contract has been awarded. Presented January 22, 1914.—*Mr. Lemieux*.....*Not printed.*
- 70<sup>d</sup>. Return to an Order of the House of the 15th January, 1913, for a return showing a list of the mail carriers whose contracts have been cancelled or renewed by the present Government in the County of Two Mountains, the names of such persons, the reasons for cancelling or renewing the said contracts, the former price and the present price of the said contracts; also a copy of all correspondence relating to the said mail carriers. Presented January 22, 1914.—*Mr. Ethier*.....*Not printed.*
- 70<sup>e</sup>. Return to an Order of the House of the 9th December, 1912, for a return showing all the mail contracts made between the Post Office Department of Canada and any party or parties, and cancelled before the maturity thereof from October 15, 1911, to the 15th of November, 1912, designating such cancelled mail contracts by giving the name of the contractor, the amount of the contract, the period of the unexpired service, the name of the district or districts, and the county and province wherein the service was performed, together with the reasons for such cancellation. Presented February 12, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

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 CONTENTS OF VOLUME 28—*Continued.*

- 70f.** Return to an Order of the House of the 29th January, 1913, for a copy of all papers, and documents of every nature and kind relating to a certain mail contract between Back Shore and Pictou, County of Pictou, since the death of the late contractor D. G. McKay, in 1912. Presented February 20, 1914.—*Mr. Macdonald*.....*Not printed.*
- 70g.** Return to an Order of the House of the 14th April, 1913, for a copy of the contract between the Post Office Department and Napoleon Le Blanc, for the carrying of the mail's between Carleton Centre and Carleton, Quebec, Railway Station, and of all correspondence, petitions, and other letters bearing on the cancelling of that contract and the awarding of a new one, with a copy of said new contract. Presented February 23, 1914.—*Mr. Marcil (Bonaventure)*.....*Not printed.*
- 70h.** Return to an Order of the House of the 2nd April, 1913, for a copy of all papers relating to the mail contract from Noël to Walton, County of Hants, during the present year. Presented February 26, 1914.—*Mr. Macdonald*.....*Not printed.*
- 70i.** Return to an Order of the House of the 12th May, 1913, for a copy of all tenders for, and correspondence relating to, the awarding of the contract for the carrying of His Majesty's mail between Warkworth and Colborne, County of Northumberland. Presented February 26, 1914.—*Mr. Graham*.....*Not printed.*
- 70j.** Return to an Order of the House of the 12th May, 1913, for a copy of all correspondence, papers, &c., in connection with the carrying of the mail between St. François Xavier de Bromp'on and Windsor Mills, Quebec. Presented February 26, 1914.—*Mr. Tobin*.....*Not printed.*
- 70k.** Return to an Order of the House of the 17th February, 1913, for a return showing the number of mail contracts cancelled in the Province of Nova Scotia since October 10, 1911, the names of the contractors, the prices paid to them, the reason for the cancellation in each case, and a copy of any investigations and reports had into the causes of such cancellations, the names of the new contractors and the prices paid to them in each case. Presented March 2, 1914.—*Mr. Sinclair*.....*Not printed.*
- 70l.** Return to an Order of the House of the 4th December, 1912, for a return showing the number of mail contracts cancelled in the County of Pictou since the 1st of October, 1911; the names of the contractors, the prices paid to them, the reason for the cancellation in each case; and a copy of any investigations and reports had into the causes of such cancellations, the names of the new contractors and the prices paid to them in each case. Presented March 2, 1914.—*Mr. Macdonald*.....*Not printed.*
- 70m.** Return to an Order of the House of the 31st March, 1913, for a copy of all tenders received and of all letters, telegrams, papers and other documents relating to the mail contract between Tatamagouche and Brulè Shore, Colchester County, during the present year. Presented March 2, 1914.—*Mr. Macdonald*.....*Not printed.*
- 70n.** Return to an Order of the House of the 9th December, 1912, for a copy of all letters, telegrams and correspondence referring to the tenders received and the contracts awarded, if any, for the carrying of the mails between Antigonish and Livingstone Cove. Presented March 5, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*
- 70o.** Return to an Order of the House of the 19th May, 1913, for a copy of all telegrams and correspondence on file relating to the mail service between Antigonish and Livingstone Cove, and of the tenders received, and the contract entered into for this service. Presented March 12, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*
- 70p.** Return to an Address to His Excellency the Administrator of the 28th April, 1913, for a copy of all documents, tenders, contracts, correspondence, orders in council, &c., in reference to the mail service between Bridgetown, Port Lorne and Hampton, Parker's Cove, Annapolis's County, N.S., for which service tenders were recently solicited. Presented March 12, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 70q.** Return to an Order of the House of the 9th February, 1914, for a copy of the advertisement for tenders, and of the tenders received, and of the contract awarded last year, for the carrying of the mails between Antigonish and Livingstone Cove, and of all letters, telegrams, correspondence and documents in any way relating thereto. Presented March 12, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*
- 70r.** Return to an Order of the House of the 2nd February, 1914, for a return showing the names of all persons tendering, the amount of tender, and to whom awarded in 1913, for the carriage of mails covering the following mail routes in Shelburne County, Nova Scotia; Shelburne to Jordan Bay and Jordan Ferry and return; Clyde River to Upper Clyde and return; Lower Woods Harbour to Charlesville and return; Port Le Herbert to Sable River. Presented March 20, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 70s.** Return to an Order of the House of the 9th February, 1914, for a copy of all tenders, contracts, documents, papers and correspondence in connection with tenders and contracts for the carriage of mails between Bridgetown and Port Lorne, Hampton and Parker's Cove, in 1912. Presented March 20, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

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**CONTENTS OF VOLUME 28—Continued.**

- 70t.** Return to an Order of the House of the 9th February, 1914, for a copy of the contract entered into last year for the carrying of the mails between North Lochaber and Collegeville, and of all letters, telegrams, and correspondence referring to said service and the awarding of said contract. Presented March 23, 1914.—*Mr. Chisholm (Antigonish)*.  
*Not printed.*
- 70u.** Return to an Order of the House of the 9th February, 1914, for a copy of the advertisement for tenders, and of the tenders received last year for the carrying of the mails between Merigomish and Malignant Cove, and of all letters, telegrams and correspondence and documents in any way relating thereto. Presented March 25, 1914.—*Mr. Chisholm (Antigonish)*.  
*Not printed.*
- 70v.** Return to an Order of the House of the 19th March, 1914, for a return showing how many mail contracts have been cancelled in the County of Inverness from September, 1911, up to date.  
2. The route of each contract, the name of the contractor, and the amount of each contract.  
3. The reasons for cancelling the several contracts. Presented April 22, 1914.—*Mr. Chisholm (Inverness)*.  
*Not printed.*
- 70w.** Return to an Order of the House of the 30th March, 1914, for a copy of all letters, telegrams, correspondence, guarantee bonds, and other documents and security relating to the renewal of the contract with George A. Stewart for carrying mail between North Lochaber and West Lochaber, in or about the month of May, 1913, of the subsequent cancellation of said renewal contract, and of the contract made with Hugh D. Cameron for said service. Presented April 29, 1914.—*Mr. Chisholm (Antigonish)*.  
*Not printed.*
- 70x.** Return to an Order of the House of the 4th March, 1914, for a copy of all correspondence, telegrams and papers generally concerning the increased railway mail subsidy recently agreed upon by the Postmaster General and the various railway companies. Presented April 30, 1914.—*Mr. Lemieux*.  
*Not printed.*
- 70y.** Return to an Order of the House of the 4th May, 1914, for a return showing the names of the 82 tenders for the carrying of the mails between Baie St. Paul and Murray Bay, County of Charlevoix, and the amount of the tender in each case. Presented May 8, 1914.—*Mr. Lemieux*.  
*Not printed.*
- 70z.** Return to an Order of the House of the 20th April, 1914, for a copy of all letters, papers, contracts, memoranda and other documents relative to the mail contract between Pietou post office and railway station, between the Post Office Department and Peter Foley. Presented May 8, 1914.—*Mr. Macdonald*.  
*Not printed.*
- 70 (2a).** Return to an Order of the House of the 23rd March, 1914, for a copy of all documents, letters, recommendations, &c., in connection with a contract awarded to Christophe Lavesque, of St. Eleuthère, for the conveyance of the mail between St. Eleuthère and Sully. Presented May 11, 1914.—*Mr. Lapointe (Kamouraska)*.  
*Not printed.*
- 70 (2b).** Return to an Order of the House of the 11th May, 1914, for a return showing:—  
1. Whether Mr. David Armstrong, mail carrier of the City of Sherbrooke, has been dismissed. If so, for what cause?  
2. Whether an investigation was held at which he was given an opportunity of meeting his accusers and being heard in his own defence?  
3. How many years Mr. Armstrong has been in the service?  
4. What remuneration he was receiving for his services?  
5. Whether a successor has been appointed? If so, what his name is, who recommended him and what remuneration he received. Presented May 28, 1914.—*Mr. McCrea*.  
*Not printed.*
- 70 (2c).** Return to an Order of the House of the 18th May, 1914, for a copy of all correspondence, papers, tenders and other documents in any way referring to the transfer from J. A. Campbell to Alexander Macdonnell of the contract for carrying the mail from Port Hood to South West Port Hood. Presented June 2, 1914.—*Mr. Chisholm (Inverness)*.  
*Not printed.*
- 70 (2d).** Return to an Order of the House of the 17th February, 1913, for a return in duplicate showing the number of mail contracts cancelled in the Counties of Westmorland, Albert, Kings and Kent, Province of New Brunswick, since October 9, 1911, the names of the contractors, the prices paid to them, the reason for the cancellation in each case, and a copy of any investigations and reports had into the causes of such cancellations, the names of the new contractors, and the prices paid to them in each case; and in cases where tenders were asked and received preliminary to such new contracts, a statement in duplicate showing names of the tenderers, with the offers made by each, the name of the successful tenderer, and the amount or price, for which contract was executed in each case; together with a copy in duplicate of all letters, correspondence and other communications relating to each such cancellation and the giving of any new contract. Presented June 2, 1914.—*Mr. Emmerson*.  
*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

71. Return to an Order of the House of the 2nd June, 1913, for a copy of all correspondence and telegrams relating to complaints, political or otherwise, made against Mrs. Marcelline Roy, postmistress at Elm Tree, Gloucester County, N.B., which led the department to issue an order for an investigation, and the said postmistress to tender her resignation, and to the appointment of her successor. Presented January 22, 1914.—*Mr. Turgeon* .....*Not printed.*
72. Return to an Order of the House, of the 26th March, 1913, for a copy of all petitions, recommendations, correspondence, letters, telegrams and other communications concerning the change in location of the post office known as Masinasin, Province of Alberta. Presented January 22, 1914.—*Mr. Buchanan*.....*Not printed.*
73. Return to an Order of the House of the 31st March, 1913, for a copy of all letters, telegrams and petitions concerning the closing of the Moulin Basinet post office, Parish of St. Jean de Matha, County of Joliette. Presented January 22, 1914.—*Mr. Lemieux*.....*Not printed.*
74. Return to an Order of the House of the 7th April, 1913, for the production of one sample of a patented lock and key sold by the Ontario Equipment Company of Ottawa to the Post Office Department. Presented January 22, 1914.—*Mr. Verville*.....*Not printed.*
- 74a. Return to an Order of the House of the 2nd April, 1913, for a copy of all correspondence between the Post Office Department and Alleyn Taschereau, advocate of Quebec, concerning the purchase of new locks for the mail bags. Presented January 22, 1914.—*Mr. Curvell* .....*Not printed.*
- 74b. Return to an Order of the House of the 4th March, 1914, for a copy of the application, correspondence and papers generally concerning mail lock patent No. 151943. Presented May 11, 1914.—*Mr. Lemieux*.....*Not printed.*
75. Return to an Order of the House of the 10th February, 1913, for a copy of all letters, telegrams and other correspondence exchanged between the Post Office Department and Messrs. A. de Macdonald, Elzear Monpetit and all others, relating to the change of the postmasters at Ile Perrot North and Ile Perrot South, Vaudreuil Station, Roquebrune, St. Lazare Village, Mount Oscar and Pte. Fortune, and of the report of the inquiring commissioner in each of the cases in which an inquiry was held; of the correspondence exchanged between the parties above named relative to the new post office building at Rigaud and of correspondence exchanged between the parties above mentioned, relating to the post offices lately named Choisy and Demartigny. Presented January 22, 1914.—*Mr. Boyer* .....*Not printed.*
- 75a. Return to an Order of the House of the 9th April, 1913, for a copy of all documents bearing on changes asked for in the postmastership of Port Daniel Centre, Avignon, New Richmond and Black Cape, Bonaventure County; and of all documents bearing on the closing of Black Cape East post office, Bonaventure County. Presented January 22, 1914.—*Mr. Marcil* .....*Not printed.*
- 75b. Return to an Order of the House of the 2nd February, 1914, for a copy of all letters, telegrams, papers, and other documents connected with the removal of the post office from the store of Alexander Robertson at Red Point, P.E.I., to the store of J. E. Robertson of the same place. Presented February 20, 1914.—*Mr. Hughes (P.E.I.)*.....*Not printed.*
- 75c. Return to an Order of the House of the 16th February, 1914, for a copy of any complaints made against John A. Campbell, postmaster of New Richmond, Quebec, and of all correspondence bearing on any change called for in that office. Presented March 17, 1914.—*Mr. Marcil (Bonaventure)*.....*Not printed.*
76. Return to an Order of the House of the 7th May, 1913, for a copy of all correspondence and telegrams exchanged between the Post Office Department, the Government or any member thereof, the post office inspector at St. John, N.B., or any official of the Post Office Department at St. John, N.B., on the one hand, and the postmaster at Kouchibouguac, Kent County, N.B., Mr. Cliff Atkinson, or any other person, corporation or firms, relating to the sale or non-purchase of postage stamps, or the mailing of letters, delivery of mail, &c., at the said post office; together with a copy of all correspondence, reports and other papers and documents in any wise relating thereto, on file in the Post Office Department at Ottawa, or in the office of the post office inspector at St. John, N.B.; also a copy of all regulations or orders of the Post Office Department relating to the sale of postage stamps, or the mailing of letters, or the delivery of mails, or generally as to the use of post office by residents and non-residents. Presented January 22, 1914.—*Mr. Emerson* .....*Not printed.*
77. Return to an Order of the House of the 2nd June, 1913, for a return showing the names, dates of appointment and salary respectively, of the employees of the Moosejaw post office. Presented January 22, 1914.—*Mr. Knowles*.....*Not printed.*
- 77a. Return to an Order of the House of the 24th February, 1913, for a copy of all letters, telegrams, recommendations, petitions and documents, relating to the appointment of Mr. Pierre Cournoyer as postmaster at St. Pierre de Sorel, County of Richelieu. Presented January 22, 1914.—*Mr. Cardin*.....*Not printed.*

## CONTENTS OF VOLUME 28—Continued.

- 77b.** Return to an Order of the House of the 14th April, 1913, for a return showing what public officers have been appointed in the City of Quebec, in the Departments of Inland Revenue, Post Office, Railways and the Transcontinental, Customs, Immigration, Marine and Fisheries, Public Works and Militia, since the 1st October, 1911, up to this date; together with the names and duties of these persons, the dates of their appointment, the salary paid in each case and the increases granted since; also the date of these increases, and which ones of these officers have passed the Civil Service examinations required for the positions which they occupy, and on what dates they passed such examinations; and also a copy of all correspondence, requests, recommendations and reports relating to the appointment of these officers. Presented January 22, 1914.—*Mr. Lachance.*  
*Not printed.*
- 77c.** Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Railways and Canals, or of the Intercolonial Railway, or of the Government Railways Managing Board, relating or in any manner appertaining to the appointment and employment of train or ticket agents on the Intercolonial Railway and Prince Edward Island Railway, together with a copy of all statements showing the amounts received by said agent, in cash and tickets, on the trains of the respective divisions of said railways; and also showing the amounts received during corresponding periods for the past two years, in cash and tickets, on the same trains on the said respective divisions by the conductors of said trains, when no train or ticket agents were employed thereon, either before or since the employment of such agents on the respective trains and also a copy of all statements showing the results of the experiment in employing such ticket agents. Presented January 22, 1914.—*Mr. Emmerson* .....*Not printed.*
- 77d.** Partial Return to an Order of the House of the 9th December, 1912, for a return showing when Mr. J. G. H. Bergeron was appointed commissioner to hold investigations, the number of investigations held since his appointment, salary received in each case and the amount paid for travelling expenses in each case. Presented January 22, 1914.—*Mr. Lemieux* .....*Not printed.*
- 77e.** Return to an Address to His Royal Highness the Governor General of the 29th January, 1913, for a copy of all orders in council, memoranda or instructions issued to or written to H. P. Duchemin in connection with his appointment as a commissioner to conduct investigations regarding political partisanship in the Province of Nova Scotia; also a copy of all letters received by any department of the Government from the said H. P. Duchemin relating to such investigations since the date of his appointment as such commissioner, and all instructions of whatever nature at any time issued to him relating to such investigations. Presented January 22, 1914.—*Mr. Lemieux*....*Not printed.*
- 77f.** Appointment of F. Roy, as postmaster of St. Philippe de Nery, &c., Province of Quebec. Presented January 22, 1914.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*
- 77g.** Supplementary Return to an Order of the House of the 9th December, 1912, for a return showing when Mr. J. G. H. Bergeron was appointed commissioner to hold investigations, the number of investigations held since his appointment, salary received in each case and the amount paid for travelling expenses in each case. Presented February 23, 1914.—*Mr. Lemieux* .....*Not printed.*
- 77h.** Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, telegrams, and other documents, relating to the removal of T. J. Oliver, as Dominion Lands Agent at Humboldt, Saskatchewan, his appointment to his present position, and the appointment of his successor at Humboldt. Presented March 6, 1914.—*Mr. Neely* .....*Not printed.*
- 77i.** Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, telegrams, letters of instructions, or other documents relating to the removal of W. S. McKechnie, as Dominion Lands Agent at Prince Albert, Saskatchewan, and the appointment of his successor. Presented March 6, 1914.—*Mr. Neely*.....*Not printed.*
- 77j.** Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, telegrams and papers generally in connection with the appointment of Joseph Lemieux as postmaster at Mont Louis, County of Gaspé. Presented March 6, 1914.—*Mr. Lemieux* .....*Not printed.*
- 77k.** Return to an Order of the House of the 7th April, 1913, for a copy of all correspondence, telegrams, petitions, affidavits, complaints, certificates, recommendations, reports and other documents relating to the engagement and appointment for the year 1913, of the captains and first and second engineers for dredging machines Nos. 1, 2, 3, 4, 5, 6, 7, 3, 9, 10 and 11 of the Department of Marine and Fisheries, under the control of the agency at Sorel, and employed in the deepening of the St. Lawrence below Montreal. Return to an Order of the House of the 7th April, 1913, for a copy of all correspondence, telegrams, petitions, affidavits, complaints, certificates, recommendations, reports and other documents, relating to the engagement and appointment of the captains and engineers for the year 1913, for the tugs *Carmelia*, *Chambly*, *Contrecoeur*, *De Lévis*, *Emilia*, *Iberville*, *James Houden*, *Jesse Hune*, *Lac St. Pierre*, *Lanoraie*, *Lotbiniere*, *Portneuf*, *Varennes* and *Vercheres*, of the Department of Marine and Fisheries under the control of the agency at Sorel. Presented March 23, 1914.—*Mr. Cardin*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

- 77l.** Return to an Order of the House of the 23rd March, 1914, for a return showing:—  
 1. How many additional employes have been added to the Customs Department in the City of Halifax, since October 10, 1911.  
 2. Their names and salaries at the time of their appointment, their respective salaries at present, and also their respective ages at the time of appointment.  
 3. Whether all of them passed the necessary Civil Service examinations for the Customs service.  
 4. How many temporary clerks there are upon the said Customs staff, who they are, and the dates of their appointment. Presented April 2, 1914.—*Mr. Maclean (Halifax)* ..... *Not printed.*
- 77m.** Return to an Order of the House of the 28th April, 1913, for a copy of all letters and telegrams exchanged between the Government and Messrs. Arch. Macdonald, Elz. Monpeit and others, on the subject of the appointment of caretakers of the post office at Rigaud, Messrs. Jean Baptiste Charlebois and Napoleon Vallée. Presented April 2, 1914.—*Mr. Boyer* ..... *Not printed.*
- 77n.** Return to an Order of the House of the 23rd February, 1914, for a copy of all correspondence, recommendations, &c., relating to the appointment of Allan Morrison, St. Peter's, N.S., as inspector of dwellings erected on Gregory Island, Richmond County, N.S., in 1912-1913, and of all accounts, charges, vouchers, &c., rendered to the Department of Marine and Fisheries by the said Allan Morrison as such inspector. Presented April 7, 1914.—*Mr. Kyte* ..... *Not printed.*
- 77o.** Return to an Order of the House of the 9th February, 1914, for a return showing the names, date of appointment, length of service, remuneration and office held by each of all the employes of the Department of the Interior in the outside service since January 1, 1912, to December 31, 1913, not given in the Civil Service list of 1912 or 1913. Presented April 21, 1914.—*Mr. Neely* ..... *Not printed.*
- 77p.** Return to an Order of the House of the 16th April, 1914, for a return showing:—  
 1. How many appointments have been made in the Customs Department at Montreal since the 1st of October, 1911.  
 2. The names of the persons so appointed, and the dates of their respective appointments.  
 3. After what recommendations have they been appointed.  
 4. The salary of each of these new employees.  
 5. What increases of salaries have been granted in the same department since the same date, and to whom, and why. Presented April 29, 1914.—*Mr. Prudr.* ..... *Not printed.*
- 77q.** Return to an Order of the House of the 2nd February, 1914, for a return showing the number of engineers, assistant engineers, draftsmen, clerks, divers, and students in engineering or surveying, or other parties employed by the Department of Public Works in the constituency of Bonaventure, from October 11, 1911, to date, with their names, residences, salaries, nature of their work, time employed, and on whose recommendation, together with a copy of all correspondence, and reports bearing on such employment, and of reports made to the said Department of Public Works in that constituency from January, 1913, to date. Presented April 30, 1914.—*Mr. Marcell (Bonaventure)* ..... *Not printed.*
- 77r.** Return to an Order of the House of the 12th March, 1914, for a return showing:—  
 1. Whether Louis Philippe Thibault, Alphonse Poirier, J. A. Morin, C. F. Rioux, Thomas Thibault and Adjutor Demers, of Lévis, have been appointed to positions under the control of the Postmaster General of Canada.  
 2. If so, to what positions they have been appointed, what their duties are, when they were appointed and their salaries, respectively.  
 3. The names of the officers who have been dismissed and replaced by the above.  
 4. The total amount of the annual salaries of said dismissed officers. Presented May 4, 1914.—*Mr. Bourassa* ..... *Not printed.*
- 77s.** Return to an Order of the House of the 16th March, 1914, for a copy of all recommendations, protests, petitions, and representations received by the Government or any Department or Minister thereof, regarding the appointment of the present collector of customs at Antigonish, and of all the letters, telegrams and correspondence relating thereto. Presented May 15, 1914.—*Mr. Chisholm (Inverness)* ..... *Not printed.*
- 77t.** Return to an Order of the House of the 16th March, 1914, for a copy of all recommendations, protests, petitions, and representations received by the Government or any Department or Minister thereof, regarding the appointment of the present collector of customs at Antigonish, and of all the letters, telegrams and correspondence relating thereto. Presented May 16, 1914.—*Mr. Chisholm (Antigonish)* ..... *Not printed.*
- 77u.** Return to an Order of the House of the 16th February, 1914, for a copy of all papers in connection with the employment of Arthur Dubisson as immigration agent at Gravelburg, Sask., and all papers in connection with the said Dubisson, showing the moneys paid to him and the work performed by him. Presented May 30, 1914.—*Mr. Knowles* ..... *Not printed.*

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**CONTENTS OF VOLUME 28—Continued.**

- 78.** Return to an Order of the House of the 7th April, 1913, for a copy of all documents, recommendations and correspondence relating to the resignation of C. A. R. Desjardins, as postmaster at St. Andre de Kamouraska, and the appointment of his successor. Presented January 22, 1914.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*
- 78a.** Return to an Order of the House of the 28th April, 1913, for a copy of all complaints or charges against Fred. R. Irish, postmaster at Afton, Antigonish County, N.S., and of all correspondence on file in reference thereto. Presented January 22, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*
- 79.** Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, papers, &c., concerning the application made by the Long Sault Development Company, with a view to dam the St. Lawrence river above the Long Sault rapids from the American to the Canadian side. Presented January 22, 1914.—*Mr. Lemieux*.....*Not printed.*
- 79a.** Supplementary Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, papers, &c., concerning the application made by the Long Sault Development Company, with a view to dam the St. Lawrence river above the Long Sault rapids from the American to the Canadian side. Presented February 12, 1914.—*Mr. Lemieux*.....*Not printed.*
- 80.** Return to an Order of the House of the 21st April, 1913, for a return showing all leases of water powers granted on the Winnipeg river, the dates of such leases, to whom granted, and the location of the water powers covered by each; together with a copy of all correspondence passing between the Government, or any member thereof and any person or persons, with respect to such leases. Presented January 22, 1914.—*Mr. Martin (Regina)*.....*Not printed.*
- 80a.** Return to an Order of the House of the 2nd April, 1913, for a return showing whether the Government cancelled any water lot leases on the Lachine Canal and, if so, the dates of such cancellation; the names of the lessees; length of time the cancelled leases were in force, and the rental paid in each case; the names of the lessees whose water lot leases on the said canal have not been cancelled, and the rental paid by each; the basis on which rental has been calculated and the method to be followed in future; the reasons why some leases were cancelled and others allowed to remain in force; and if tenders are to be invited through the press for such water lot leases in future. Presented January 22, 1914.—*Mr. Buchanan*.....*Not printed.*
- 80b.** Return to an Order of the House of the 23rd April, 1913, for a return showing all leases or permits granted to clubs or individuals to erect or maintain boat houses on the Rideau canal between Laurier avenue bridge and Hartwells Locks, the date of such leases or permits, to whom granted, and the rental in each case; together with a copy of all correspondence between the Government, or any member thereof, and any person or persons with respect to such leases or permits and the cancellation thereof. Presented January 22, 1914.—*Mr. Murphy*.....*Not printed.*
- 80c.** Supplementary Return to an Order of the House of the 2nd April, 1913, for a return showing whether the Government cancelled any water lot leases on the Lachine canal and, if so, the date of such cancellation; the names of the lessees; length of time the cancelled leases were in force, and the rental paid in each case; the names of the lessees whose water lot leases on the said canal have not been cancelled, and the rental paid by each; the basis on which rental has been calculated and the method to be followed in future; the reasons why some leases were cancelled and others allowed to remain in force; and if tenders are to be invited through the press for such water lot leases in future. Presented March 13, 1914.—*Mr. Buchanan*.....*Not printed.*
- 80d.** Return to an Order of the House of the 23rd March, 1914, for a copy of the agreement for a lease of water power on the Saskatchewan river at Rocky Rapids, Alberta, made with the Edmonton Power Company, with information in detail as to the operations carried on by the company to date. Presented April 21, 1914.—*Mr. Oliver*.....*Not printed.*
- 81.** Return to an Order of the House of the 28th April, 1913, for a return showing a list of all the newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between October 10, 1911, and the present date, together with a statement of the gross amount paid therefor between the above dates to each of said newspapers or to the proprietors of the same. Presented January 22, 1914.—*Mr. Sinclair*.....*Not printed.*
- 81a.** Partial Return to an Order of the House of the 30th April, 1913, for a return showing a list of all newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between the 10th day of October, 1906, and 10th October, 1907, and between said dates in each of the years following up to the 10th of October, 1911, together with a statement of the gross amount paid therefor for the years mentioned, to each of the said newspapers or the proprietors of the same. Presented January 22, 1914.—*Mr. Thornton*.....*Not printed.*

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- 81b.** Supplementary Return to an Order of the House of the 30th April, 1913, for a return showing a list of all the newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between the 10th day of October, 1906, and 10th October, 1907, and between said dates in each of the years following up to the 10th of October, 1911, together with a statement of the gross amount paid therefor for the years mentioned, to each of the said newspapers or the proprietors of the same. Presented April 1, 1914.—*Mr. Thornton*.....*Not printed.*
- 81c.** Further Supplementary Return to an Order of the House of the 28th April, 1913, for a return showing a list of all the newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between October 10, 1911, and the present date, together with a statement of the gross amount paid therefor between the above dates to each of said newspapers or to the proprietors of the same. Presented April 2, 1914.—*Mr. Sinclair*.....*Not printed.*
- 81d.** Supplementary Return to an Order of the House of the 30th April, 1913, for a Return showing a list of all the newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between the 10th day of October, 1906, and 10th October, 1907, and between said dates in each of the years following up to the 10th of October, 1911; together with a statement of the gross amount paid therefor for the years mentioned, to each of the said newspapers or the proprietors of the same. Presented April 2, 1914.—*Mr. Thornton*....*Not printed.*
- 81e.** Return to an Order of the House of the 15th April, 1914, for a return showing how much money has been paid by the Government, or any department thereof, since October 19, 1911, to the Herald Publishing Company of Halifax, N.S., for advertising, printing and lithographing. Presented April 27, 1914.—*Mr. Sinclair*.....*Not printed.*
- 81f.** Return to an Order of the House of the 4th February, 1914, for a return showing the names of all printing and publishing companies, and newspapers in Nova Scotia to whom any sum of money has been paid respectively, by any department of Government, during the calendar years 1912 and 1913 respectively, and the nature of the service rendered therefor. Presented April 29, 1914.—*Mr. Maclean (Halifax)*....*Not printed.*
- 81g.** Supplementary Return to an Order of the House of the 28th April, 1913, for a return showing a list of all the newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between October 10, 1911, and the present date, together with a statement of the gross amount paid therefor between the above dates to each of said newspapers or to the proprietors of the same. Presented May 11, 1914.—*Mr. Sinclair*.....*Not printed.*
- 82.** Return to an Order of the House of the 3rd February, 1913, for a copy of all letters, correspondence, reports and other documents in the possession of the Department of Railways and Canals relating to an application by the Central Railway Company of Canada to the Honourable Minister of Railways and Canals for the approval of their proposed route between Hawkesbury and South Indian. Presented January 22, 1914.—*Mr. Proulx*.....*Not printed.*
- 83.** Return to an Order of the House of the 9th December, 1912, for a copy of all documents, papers, memoranda, rulings, findings, appeals and correspondence relating to any appeal asserted from any decision, ruling or finding of the Board of Railway Commissioners of Canada to the Privy Council of Canada, and the action taken by the Privy Council thereon. Presented January 22, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 84.** Return to an Order of the House of the 7th May, 1913, for a return showing the total cost of the Elmira Branch Railway in Prince Edward Island; the total amounts paid the contractors, Whitehead Brothers; the total amount paid by the Government after taking the work off the contractor's hands, and showing the amount paid in wages each month, the names of the men to whom it was paid, the positions they held, and the wages per day to each; also showing what materials were used, each kind and class, with the cost of each, from whom purchased, and when, and the quantities left over, if any. Presented January 22, 1914.—*Mr. Hughes (P.E.I.)*.....*Not printed.*
- 85.** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, telegrams, correspondence and documents referring in any way to the claim of the municipalities of Pictou, Antigonish, Guysboro and St. Mary's for payment or refund to them of the monies paid by said municipalities for the right of way of that part of the Intercolonial Railway running through the Counties of Pictou, Antigonish and Guysboro. Presented January 22, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*
- 85a.** Return to an Order of the House of the 12th May, 1913, for a copy of all claims made by H. F. McDougall, of Grand Narrows, N.S., against the Intercolonial Railway, and of all letters, telegrams and other documents in connection with the said claim or claims; together with the particulars of said claims; the amount or amounts paid upon said claim or claims; the particular items of the claim or claims upon which payments, if any, were made; the date of the filing of the claims and of the payment or payments made thereon; and the total amount paid on said claims or upon any other claims made by the said H. F. McDougall against the said Intercolonial Railway or the Government of Canada. Presented January 22, 1914.—*Mr. Sinclair*.....*Not printed.*



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**CONTENTS OF VOLUME 28—Continued.**

- 85b.** Return to an Order of the House of the 16th February, 1914, for a copy of all documents, letters, petitions, telegrams and evidence heard, reports, &c., in connection with the claims of Eugene Demers and Joseph Olivier, of the parish of St. Nicholas, County of Lévis, for damages arising out of fires caused by the Intercolonial Railway's locomotives: and, if investigations have been held, a copy of all evidence and documents relating thereto. Presented March 6, 1914.—*Mr. Bowassa*.....*Not printed.*
- 85c.** Return to an Order of the House of the 27th April, 1914, for a copy of all letters, telegrams, reports, correspondence and documents relative to the claims made for damages from a fire in the village of Hopewell, County of Pictou, which was occasioned by sparks from a locomotive on the Intercolonial Railway. Presented May 13, 1914.—*Mr. Macdonald*.....*Not printed.*
- 86.** Return to an Order of the House of the 14th May, 1913, for a copy of all reports, correspondence and other documents on file in the Department of Railways and Canals, relating in any way to a suggested survey and construction of a line of railways from Country Harbour, Guysborough County, N.S., to Cape George, N.S., or any other point in Antigonish County. Presented January 22, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*
- 86a.** Return to an Order of the House of the 29th January, 1912, for a copy of all letters, written to the Right Honourable the Prime Minister, the Honourable the Minister of Railways and Canals, or any other member of the Government since October 10, 1911, by S. R. Griffin, Goldboro, N.S., John S. Wells, White Head, N.S., and G. A. R. Rowlings, Sydney, N.S., relating to the construction of a branch line of the Intercolonial Railway into the County of Guysboro, N.S., also of the replies to the same. Presented January 22, 1914.—*Mr. Sinclair*.....*Not printed.*
- 87.** Return to an Order of the House of the 27th January, 1913, for a copy of the contract entered into by C. R. Scoles, New Carlisle, Quebec, with the Department of Railways and Canals for the completion of the Atlantic and Lake Superior Railway between Caplin and Paspébiac, and of the report of the engineers on such work, of details of payments, and of all documents bearing on such matter. Presented January 22, 1914.—*Mr. Marcell*.....*Not printed.*
- 88.** Return to an Order of the House of the 21st May, 1913, for a copy of all documents, correspondence, reports and inquiries, relating to an accident which occurred at Trois Pistoles, Intercolonial Railway on 10th September, 1912, respecting the death of Arsène Ouellet, and the wounds inflicted on Joseph Gagnon, at the time that these two men were struck by train No. 150 on the above date. Presented January 22, 1914.—*Mr. Boulay*.....*Not printed.*
- 89.** Annual Return respecting Trade Unions under Chapter 125, R.S.C., 1906. Presented by Hon. Mr. Coderre, January 22, 1914.....*Not printed.*
- 90.** Return to an Order of the House of the 29th January, 1913, for a return showing:—
1. What purchases of land have been made by the Dominion of Canada since Confederation?
  2. The amount of money paid for same?
  3. The approximate area of land so purchased?
  4. In what provinces the said land is now situated?
  5. The approximate area in each province?
  6. The acreage of school lands set aside by the Government for the Provinces of Manitoba, Saskatchewan and Alberta?
  7. The present approximate value of the said school lands so set aside in each of the said Provinces?
  8. The number of acres of the said school lands already sold in each of the said Provinces, and the proceeds of such sales, deducting expenses?
  9. The acreage of lands set apart at any time by the Government as an endowment to any university, the name of the university, and the Province in which the lands are situated?
  10. The number of acres of swamp lands transferred to the Province of Manitoba under the provisions of Chapter 50 of the Acts of 1855 and amendments thereto?
  11. The gross amount of cash allowance made at any time by the Federal Government to each or any Province of Canada, to assist in the construction of necessary public buildings?
  12. The approximate value of the railway, public works and other assets of each of the Provinces of Canada, taken over by the Federal Government at the time that each Province entered the union?
  13. The annual compensation made to the Province of Manitoba, Saskatchewan and Alberta, by reason of the fact that they are deprived of the public lands as a source of revenue?
  14. The debt allowance to any time placed to the credit of each of the Provinces of Canada by the Federal Government. Presented January 22, 1914.—*Mr. Sinclair*.....*Not printed.*

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 CONTENTS OF VOLUME 28—*Continued.*

- 90a.** Supplementary Return to an Order of the House of the 29th January, 1913, for a return showing:—
1. What purchases of land have been made by the Dominion of Canada since Confederation?
  2. The amount of money paid for same?
  3. The approximate area of land so purchased?
  4. In what Provinces the said land is now situated?
  5. The approximate area in each Province?
  6. The acreage of school lands set aside by the Government for the Provinces of Manitoba, Saskatchewan and Alberta?
  7. The present approximate value of the said school lands so set aside in each of the said Provinces?
  8. The number of acres of the said school lands already sold in each of the said Provinces, and the proceeds of such sales, deducting expenses.
  9. The acreage of lands set apart at any time by the Government as an endowment to any university, the name of the university, and the Province in which the lands are situated?
  10. The number of acres of swamp lands transferred to the Province of Manitoba under the provisions of Chapter 50 of the Acts of 1885 and amendments thereto?
  11. The gross amount of cash allowance made at any time by the Federal Government to each or any Province of Canada, to assist in the construction of necessary public buildings?
  12. The approximate value of the railway, public works and other assets of each of the Provinces of Canada, taken over by the Federal Government at the time that each Province entered the union?
  13. The annual compensation made to the Provinces of Manitoba, Saskatchewan and Alberta, by reason of the fact that they are deprived of the public lands as a source of revenue?
  14. The debt allowance to any time placed to the credit of each of the Provinces of Canada by the Federal Government. Presented March 12, 1914.—*Mr. Sinclair.*  
*Not printed.*
- 91.** Partial Return to an Order of the House of the 12th May, 1913, for a return showing the names and purposes of the several Commissions created by legislation or Orders in Council since October 12, 1911; the names of the members of the several commissioners, with their respective salaries and remuneration; the names of commissions still in existence; and the names of commissions created since October 12, 1911, which have ceased to exist. Presented January 22, 1914.—*Mr. Oliver.*.....*Not printed.*
- 91a.** Partial Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of each Commission issued by the Government since October 10, 1911, directing an investigation to be held; and also for a copy of the evidence taken and the report made in each case that has been concluded. Presented January 22, 1914.—*Mr. Murphy* .....*Not printed.*
- 91b.** Further Supplementary Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of each Commission issued by the Government since October 10, 1911, directing an investigation to be held; and also for a copy of the evidence taken and the report made in each case that has been concluded. Presented February 9, 1914.—*Mr. Murphy.*.....*Not printed.*
- 91c.** Return to an Order of the House of the 9th December, 1912, for a return showing the number of Commissions formed by the Government since September 21, 1912, the names and the occupations of the Commissioners appointed, their duties, the duration of their services, and their remuneration. Presented February 12, 1914.—*Mr. Devlin.*  
*Not printed.*
- 91d.** Return to an Address to His Royal Highness the Governor General of the 9th February, 1914, for a copy of the Order in Council appointing a Commission for the purpose of beautifying the city of Ottawa and vicinity, of all correspondence with regard to the same, and of all reports made by the commission up to date. Presented March 6 1914.—*Sir W. Laurier* .....*Not printed.*
- 91e.** Supplementary Return to an Order of the House of the 12th May, 1913, for a return showing the names and purposes of the several Commissions created by legislation or Orders in Council since October 12, 1911; the names of the members of the several commissioners, with their respective salaries and remuneration; the names of commissions still in existence; and the names of commissions created since October 12, 1911, which have ceased to exist. Presented March 9, 1914.—*Mr. Oliver.*.....*Not printed.*
- 91f.** Return to an Order of the House of the 9th February, 1914, for a return showing the number and particulars of Commissions appointed or issued under the Inquiries Act since October 1, 1911, the purpose or object thereof, the name of the Commissioner or Commissioners, and the cost of each to the present time. Presented May 29, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*

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**CONTENTS OF VOLUME 28—Continued.**

- 92.** Partial Return to an Order of the House of the 28th April, 1913, for a return showing all those who have been holding investigations within the judicial district of Three Rivers, since October 15, 1911, to date, in reference to the conduct of men holding offices from the Dominion Government, the place where each investigation was held, the amount paid to each investigator in each case; the names of the solicitors employed in each case, the post office addresses, and the amount paid in each case to the solicitor. Presented January 22, 1914.—*Mr. Bureau*.....*Not printed.*
- 93.** Return to an Order of the House of the 26th March, 1913, for a return showing whether the Government paid or intends to pay fees and disbursements of the witnesses summoned by the commissioners appointed by it in the County of Lévis, to hold inquiries on the conduct of public officers whose dismissal had been requested; the amounts which have been paid and to whom, and the sum remaining to be paid for the same purpose. Presented January 23, 1914.—*Mr. Bourassa*.....*Not printed.*
- 93a.** Partial Return to an Order of the House of the 4th June, 1913, for a return showing the total expenditure to date by the present administration in connection with the investigation of charged partisan conduct against officials. Presented January 23, 1914.—*Mr. Sinclair*.....*Not printed.*
- 93b.** Partial Return to an Order of the House of the 7th May, 1913, for a return showing in detail the names of witnesses summoned by Commissioner H. P. Duchemin in connection with all investigations held by him in the counties of North Cape Breton and Victoria, South Cape Breton, Inverness and Antigonish, Nova Scotia, and the amounts paid in each such case. Presented January 23, 1914.—*Mr. Carroll*.....*Not printed.*
- 93c.** Return to an Order of the House of the 9th April, 1913, for a return showing in detail the expenditure incurred since October 11, 1911, in connection with investigations held in Bonaventure County by commissioners appointed by the Departments of the Post Office, Customs, and Marine and Fisheries into charges made against employees of said departments of offensive political partisanship, together with the names and amounts paid to each of said commissioners in each investigation, as well as details of amounts paid to witnesses and others. Presented January 23, 1914.—*Mr. Marcell*.....*Not printed.*
- 93d.** Return to an Order of the House of the 26th February, 1913, for a copy of all statements of account for salary or remuneration to the commissioner, and his expenses for witness fees, and all other expenses in connection with the investigation by Commissioner Duchemin, of the following, persons in the County of Guysboro, Nova Scotia namely:—
- H. L. Tory, fishery officer, Guysboro.
  - John W. Davis, fishery officer, Guysboro.
  - Patrick Shea, postmaster, Tompkinsville.
  - John M. Rogers, postmaster, East Roman Valley.
  - James Bowles, postmaster, Alder River.
  - Abner M. Carr, postmaster, St. François Harbour.
  - Everett Hadley, postmaster, Oyster Ponds.
  - Parker S. Hart, postmaster, Lower Manchester.
  - S. M. Ferguson, preventive officer, Oyster Pond.
  - Robert Hendsbee, postmaster, Half Island Cove.
  - A. B. Cox, Manager Reduction Works, Canso.
  - Edward Kelly, engineer, Reduction Works, Canso.
  - D. S. Hendsbee, weigher, Reduction Works, Canso.
  - Alca. Roberts, postmaster, Canso.
  - David Sutherland, caretaker, Canso.
  - Henry Hanlon, chief engineer, Hatchery, Canso.
  - Thos. Sullivan, assistant engineer, Canso.
  - W. C. Matthew, cockswain life-boat, Canso.
  - Patrick Ryan, assistant cockswain life-boat, Canso.
  - M. McCutcheon, postmaster, Sonora.
  - Stanley McCutcheon, preventive officer, Sonora.
  - Freeman Pride, lightkeeper, Sonora.
  - David Reid, fishery officer, Port Hillford.
  - L. M. Pye, customs officer, Liscomb.
  - Stanley Hemlow, lightkeeper, Liscomb.
  - W. H. Hemlow, keeper storm drum, Liscomb.
  - R. Conroy, postmaster, Country Harbour.
  - John Milward, postmaster, Stormont.
  - A. W. Salsman, postmaster, Lower Country Harbour.
  - W. B. Harris, postmaster, Whitehead.
  - E. L. Munro, customs officer, Whitehead.
  - W. L. Munro, lightkeeper, Whitehead.
  - Patrick Conway, lightkeeper, Whitehead.
  - H. P. Munro, cockswain life-boat, Whitehead.
  - Levi Munro, harbour master, Whitehead.
  - William McKinnon, postmaster, Erinville.

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J. H. McMillan, manager hatchery, Isaac's Harbour.  
 Sanford Langley, postmaster, Isaac's Harbour North.  
 Fred. E. Cox, engineer lobster hatchery, Isaac's Harbour.  
 Simon Hodgson, assistant engineer, Isaac's Harbour.  
 Archibald Brass, postmaster, L. New Harbour.  
 Parker Sangster, postmaster, New Harbour West.  
 William Gerrior, customs officer, Larry's River.  
 James M. Webber, lightkeeper, Torbay Point.  
 W. A. Hattie, preventive officer, Mulgrave.  
 J. F. Reeves, postmaster, Mulgrave.  
 John P. Mcagher, foreman deck-hand, Mulgrave.  
 Philip H. Ryan, Intercolonial Railway employee, Mulgrave.  
 Alex. Wilkinson, Intercolonial Railway employee, Mulgrave.  
 Alex. McInnis, car inspector, Mulgrave.  
 Frank Feugere, postmaster, Port Felix.  
 Sam. Smith, postmaster, Port Felix, West.  
 Captain Freeman Myers, postmaster, Cole Harbour.  
 George Taylor, postmaster, Beckerton.  
 Stephen C. Richard, lightkeeper, Charlo's Cove. Presented January 26, 1914.—*Mr. Sinclair* ..... *Not printed.*

- 93e.** Supplementary Return to an Order of the House of the 7th May, 1913, for a return showing in detail the names of witnesses summoned by Commissioner H. P. Duchemin in connection with all investigations held by him in the Counties of North Cape Breton and Victoria, South Cape Breton, Inverness and Antigonish, Nova Scotia, and the amounts paid in each such case. Presented February 10, 1914.—*Mr. Carroll*.....*Not printed.*
- 93f.** Return to an Order of the House of the 9th December, 1912, for a return showing when H. P. Duchemin, of Sydney, Nova Scotia, was appointed commissioner to hold investigations, the number of investigations held since his appointment, names of officials investigated, if evidence and report in each investigation has been forwarded by Mr. Duchemin to the department interested, if not, in what cases has no evidence and report been submitted, salary or remuneration received in each case, and amount paid for travelling expenses in each case. Presented February 10, 1914.—*Mr. Carroll*..... *Not printed.*
- 93g.** Return to an Order of the House of the 23rd February, 1914, for a return showing the expenditures by the Intercolonial Railway in connection with all the inquiries and investigations held by H. P. Duchemin, concerning any and all employees of the Department of Railways and Canals, or of the Intercolonial Railway, for any cause whatever, and relating to any complaints or charges, or to any matter of whatsoever nature, giving in detail the items of all accounts or bills of or payments to the said H. P. Duchemin in connection with same, during the years 1912, 1913, and for the year 1914 to date; together with a statement showing the total amounts paid in each specified investigation and the total paid in each year, for the whole period to the said H. P. Duchemin. Presented March 5, 1914.—*Mr. Emmerson*.....*Not printed.*
- 93h.** Supplementary Return to an Order of the House of the 7th May, 1913, for a return showing in detail the names of witnesses summoned by Commissioner H. P. Duchemin in connection with all investigations held by him in the Counties of North Cape Breton and Victoria, South Cape Breton, Inverness and Antigonish, Nova Scotia, and the amounts paid in each such case. Presented March 17, 1914.—*Mr. Carroll*.....*Not printed.*
- 93i.** Return to an Order of the House of the 23rd March, 1914, for a return showing in detail the expenses and cost of an inquiry or investigation held by Commissioner Adair, under the authority of the Department of Railways and Canals, into the affairs of the Electrical Branch of the Intercolonial Railway at Moncton, and the conduct of John W. Gaskin and others, in relation to their services in said branch or otherwise, held during the year 1912; together with the names of the commissioner, the agents, attorneys, counsel, constables, police officers, detectives, witnesses or other persons in connection with said inquiry; the number of days consumed and paid for in the conduct thereof, and the services rendered by each person in connection therewith; and a detailed statement of the sum or sums of money paid to each party therefor, at what rate and the amounts paid to each witness sworn and in attendance or otherwise, together with a copy of all bills, claims or accounts rendered in connection with said inquiry, and of all vouchers for moneys paid, by whom paid and to whom; with a copy of all letters or other correspondence relating to the appointment of a commissioner, and of counsel to be engaged or other officers employed, and relating to the compensation to be paid for services, and in connection with any of said bills, accounts, payments and vouchers, with a statement or summary of the total cost of said investigation, showing the number of railway employees called as witnesses, the witness fees allowed and paid them, and the cases in which their time respectively was not allowed them while absent to give such evidence, and the cases to which such time was allowed and no deduction made from their wages or salaries for the period of their absence in attendance at such inquiry as such witnesses respectively. Presented May 13, 1914.—*Mr. Emmerson*....*Not printed.*

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**CONTENTS OF VOLUME 28—Continued.**

- 94.** Return to an Order of the House of the 9th December, 1912, for a return showing how many citizens of the United States have been employed by the Government since November 1, 1911, in what department employed, their names and occupations and salary paid to each, and also, the number appointed under section 21 of the Civil Service Act. Presented January 24, 1914.—*Mr. Murphy*.....*Not printed.*
- 95.** Return to an Order of the House of the 23rd April, 1913, for a copy of all letters, telegrams, papers and documents in any way relating to the purchase of property at Long Beach St. Mary's, Digby County, N.S., for a lobster pond. Presented January 23, 1914.—*Mr. Law*.....*Not printed.*
- 96.** Return to an Order of the House of the 24th February, 1913, for a copy of all requests, petitions, &c., made to the Government, or any department thereof, by the residents of Mira, County of Cape Breton, for subsidies for boats, wharf accommodations, or increased facilities on the Mira river. Presented January 23, 1914.—*Mr. Carroll*.....*Not printed.*
- 97.** Return to an Order of the House of the 7th May, 1913, for a copy of all reports, correspondence, telegrams and other documents in the custody or control of the Militia Department or the Railway Department, concerning matters brought to the attention of the Militia Department by B. A. Ingraham, of Sydney, N.S., with reference to the transportation of the Sydney militia over the Intercolonial Railway in the year 1912. Presented January 23, 1914.—*Mr. Carroll*.....*Not printed.*
- 98.** Medical inspection of immigrants at port of entry in Canada.—(*Senate*).....*Not printed.*
- 99.** Public health service, several branches of R.S. engaged in.—(*Senate*).....*Not printed.*
- 100.** Proposed harbour at Skinner's Pond—Surveys made for, &c.—(*Senate*).....*Not printed.*
- 101.** Investigation held in 1912 *re* dredging operations in British Columbia.—(*Senate*).....*Not printed.*
- 101a.** Investigation held by Mr. Wilson, B.C., against Captain Murdock Young.—(*Senate*).....*Not printed.*
- 102.** Quantities of wheat by grades received at elevators at Fort William.—(*Senate*).....*Not printed.*
- 103.** Projected railway or highway bridge over the Restigouche River, N.B. Presented January 26, 1914.—*Mr. Marcell*.....*Not printed.*
- 104.** Relating to the employees of the different departments at Ottawa, the provinces, and territories, &c. Presented January 26, 1914.—*Mr. Wilson (Laval)*.....*Not printed.*
- 104a.** Return to an Order of the House of the 11th December, 1912, for a return showing for each department of the Civil Service, the names, ages, offices and salaries of such persons employed either in the inside or outside divisions thereof, and of such persons not in the Civil Service employed by the Government in any department since the 10th October, 1911; and in cases where no commission of investigation was appointed, as have been removed from office by dismissal, superannuation or otherwise, specifying in each case the manner of, and grounds for such removal, and the length of notice given to the person removed, and the amount of superannuation or gratuity granted, if any; also showing the name, age, office and salary or remuneration of any and every person appointed to the Civil Service in the place of, or as a consequence of any such removal. Presented January 26, 1914.—*Mr. Murphy*.....*Not printed.*
- 104b.** Partial Return to an Order of the House of the 11th December, 1912, for a return showing for each department of the Civil Service, the names, ages, offices and salaries of such persons employed either in the inside or outside divisions thereof, and of such persons not in the Civil Service employed by the Government in any department since the 10th October, 1911; and in cases where no commission of investigation was appointed, as have been removed from office by dismissal, superannuation or otherwise, specifying in each case the manner of, and grounds for such removal, and the length of notice given to the person removed, and the amount of superannuation or gratuity granted, if any; also showing the name, age, office and salary or remuneration of any and every person appointed to the Civil Service in the place of, or as a consequence of any such removal. Presented February 10, 1914.—*Mr. Murphy*.....*Not printed.*
- 104c.** Further Supplementary Return to an Order of the House of the 11th December, 1912, for a return showing for each department of the Civil Service, the names, ages, offices and salaries of such persons employed either in the inside or outside divisions thereof, and of such persons not in the Civil Service employed by the Government in any department since the 10th October, 1911; and in cases where no commission of investigation was appointed, as have been removed from office by dismissal, superannuation or otherwise, specifying in each case the manner of, and grounds for such removal, and the length of notice given to the person removed, and the amount of superannuation or gratuity granted, if any; also showing the name, age, office and salary or remuneration of any and every person appointed to the Civil Service in the place of, or as a consequence of any such removal. Presented March 10, 1914.—*Mr. Murphy*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

- 104d. Return to an Order of the House of the 23rd February, 1914, for a return showing the total number of officials and employees in the Department of Public Printing and Stationery on February 1, 1914; and the increase in wages granted to the several groups of employees during the year 1913. Presented March 18, 1914.—*Mr. Murphy.*  
*Not printed.*
- 104e. Return to an Order of the House of the 23rd February, 1914, for a return showing how many persons have been appointed to positions in the inside Civil Service since October 10, 1911, who had not passed the public competitive examination held by the Civil Service Commission in May and November of each year.  
2. How many of such persons were appointed in each department. Presented March 23, 1914.—*Mr. Murphy.*.....*Not printed.*
- 104f. Return to an order of the House of the 4th March, 1914, for a return showing how many persons have been appointed to the Inside Service of the Post Office Department by the present Government, with the names of the appointees, the grade each of them was appointed to, and the salary in each case; how many of these appointees passed the Civil Service examination, and how many did not do so, with the names in each case. Presented April 1, 1914.—*Mr. Proulx.*.....*Not printed.*
- 104g. Further Supplementary Return to an Order of the House of 11th December, 1912, for a return showing for each department of the Civil Service, the names, ages, offices and salaries of such persons employed either in the inside or outside divisions thereof, and of such persons not in the Civil Service employed by the Government in any department since the 10th October, 1911; and in cases where no commission of investigation was appointed, as have been removed from office by dismissal, superannuation or otherwise, specifying in each case the manner of, and grounds for such removal, and the length of notice given to the person removed, and the amount of superannuation or gratuity granted, if any; also showing the name, age, office and salary or remuneration of any and every person appointed to the Civil Service in the place of, or as a consequence of any such removal. Presented April 2, 1914.—*Mr. Murphy.*.....*Not printed.*
- 104h. Return to an Order of the House of the 2nd April, 1914, for a return showing how many certificates for promotion have been asked from the Civil Service Commissioners since the 31st March, 1913; how many of such certificates have been refused, and to whom, and the reasons given in each case for such refusal. Presented April 16, 1914.—*Mr. Carroll.*.....*Not printed.*
- 104i. Return to an Order of the House of the 30th March, 1914, for a return showing the salary of each deputy minister; the number of clerks or employees under each of the deputy ministers, or over whose work the deputy is supposed to exercise supervision; the salary of the Customs Commissioner, and length of time employed. Presented April 23, 1914.—*Mr. Chisholm (Inverness).*.....*Not printed.*
105. 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 Commissioner of the Northwest Territories. Presented by Hon. Mr. Roche, January 27, 1914.....*Not printed.*
106. Copy of the Seventh Joint Report of the Commissioners for the Demarcation of the Meridian of the 141st Degree of West Longitude. Presented by Hon. Mr. Roche, January 28, 1913.....*Not printed.*
107. Return showing lands sold by the Canadian Pacific Railway Company during the year which ended on the 1st October, 1913. Presented by Hon. Mr. Roche, January 28, 1914.  
*Not printed.*
108. Regulations relating to the Parcel Post Service, 1914. Presented by Hon. Mr. Pelletier, January 28, 1914.....*Not printed.*
109. Report of the proceedings of the Commissioners of Internal Economy of the House of Commons for 1912-1913, pursuant to Rule 9. Presented by His Honour the Speaker, February 2, 1913.....*Not printed.*
110. Return of Orders in Council which have been published in the *Canada Gazette* between the 1st October, 1912, and 30th November, 1913, in accordance with the provisions of "The Forest Reserves and Park Act," Section 19, of Chapter 10, 1-2 George V. Presented by Hon. Mr. Roche, February 2, 1914.....*Not printed.*
- 110a. Return of Orders in Council which have been published in the *Canada Gazette*, between the 1st October, 1912, and 30th November, 1913, in accordance with the provisions of Section 5 of "The Dominion Lands Survey Act," Chapter 21, 7-8 Edward VII.  
*Not printed.*
- 110b. Return of Orders in Council which have been published in the *Canada Gazette*, between 1st October, 1912, and 30th November, 1913, in accordance with the provisions of Section 77 of "The Dominion Lands Act," Chapter 20 of the Statutes of Canada, 1908.  
*Not printed.*

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- 110c.** Return of Orders in Council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between 1st October, 1912, and 30th November, 1913, in accordance with provisions of subsection (d) of Section 38 of the regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the Province of British Columbia. Presented by Hon. Mr. Roche, February 2, 1914. . . . . *Not printed.*
- 110d.** Return of copies of all Orders in Council, plans, papers and correspondence which are required to be presented to the House of Commons, under a resolution passed on the 20th February, 1882, since the date of the last return, under such resolution. Presented by Hon. Mr. Roche, January 28, 1914. . . . . *Not printed.*
- 110e.** Return to an Order of the House of the 9th February, 1914, for a copy of all letters, papers, homestead inspector's reports, declarations and of all other documents connected in any way with the entry and cancellation proceedings against the homestead entry of James Bruce for the southeast quarter section 36, in township 49, range 27, West second meridian. Presented March 6, 1914.—*Mr. Neely.* . . . . . *Not printed.*
- 110f.** Return to an Order of the House of the 9th February, 1914, for a copy of all papers in connection with the disposition of the S.E. ¼, section 16, township 25, range 5, West fifth meridian. Presented March 10, 1914.—*Mr. Oliver.* . . . . . *Not printed.*
- 110g.** Return to an Order of the House of the 16th February, 1914, for a copy of all papers in connection with the S.W. ¼, 23-16-12 W, 3 M. Presented March 10, 1914.—*Mr. Knowles.* . . . . . *Not printed.*
- 110h.** Return to an Order of the House of the 16th February, 1914, for a copy of all papers in connection with the N.E. ¼-22-11-5-W, 3 M. Presented March 23, 1914.—*Mr. Knowles.* . . . . . *Not printed.*
- 110i.** Return to an Order of the House of the 2nd February, 1914, for a copy of all letters, telegrams and papers concerning coal lands situate in 28-19, 27-18, 27-17 and 28-18 West of the fourth meridian. Presented April 21, 1914.—*Mr. Buchanan.* . . . . . *Not printed.*
- 110j.** Supplementary Return to an Order of the House of the 16th February, 1914, for a copy of all papers in connection with the N.E. ¼-22-11-5 W, 3 M. Presented May 5, 1914.—*Mr. Knowles.* . . . . . *Not printed.*
- 110k.** Return to an Address to His Royal Highness the Governor General of the 20th April, 1914, for a copy of all documents, letters, telegrams, papers, Orders in Council and arrangements of sale, in connection with the sale by the Government of Canada of the following lands in the railway belt in British Columbia, viz.: Townships 23 and 24, range 18; townships 23 and 24, range 19; townships 24 and 25, range 20; townships 25, 26 and 27, range 21; townships 26 and 27, range 22, all West of the fifth meridian. Presented May 18, 1914.—*Mr. Buchanan.* . . . . . *Not printed.*
- 110l.** Return to an Order of the House of the 27th April, 1914, for a copy of all letters, telegrams, &c., in the Department of the Interior in connection with the N.W. ¼ section 20-4, range 16 west of the second meridian. Presented May 18, 1914.—*Mr. Turriff.* . . . . . *Not printed.*
- 110m.** Return to an Order of the House of the 27th April, 1914, for a copy of all papers, letters, telegrams, &c., in possession of the Department of the Interior in connection with the N-¼-1-3-16-W, 2-M. Presented May 18, 1914.—*Mr. Turriff.* . . . . . *Not printed.*
- 111.** Correspondence between the Imperial Government and the Government of Canada, and other documents, relating to Imperial Naturalization. Presented by Hon. Mr. Doherty, February 4, 1914 . . . . . *Not printed.*
- 111a.** Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence and documents, or other information, as to the passage of an Act in Great Britain and the different Dominions, providing for uniformity of the Naturalization Law. Presented February 18, 1914.—*Mr. Macdonald.* . . . . . *Not printed.*
- 112.** Account of the average number of men employed on the Dominion Police Force during each month of the year 1913, and of their pay and travelling expenses, pursuant to Chapter 32, section 6, subsection 2, of the Revised Statutes of Canada. Presented by Hon. Mr. Doherty, February 5, 1914. . . . . *Not printed.*
- 113.** Copy of Agreement between the Government of Canada and the Royal Mail Steam Packet Company, for a steamship service between Canada and the British West Indies. Presented by Hon. Mr. Foster, February 9, 1914. . . . . *Not printed.*
- 114.** Return to an Order of the House of the 2nd February, 1914, for a return showing what changes have been made in the original scheme for terminals of the Transcontinental Railway at the city of Quebec; the estimated cost of the former; the estimated cost of the said terminals under the present scheme. Presented February 10, 1914.—*Mr. Graham.* . . . . . *Not printed.*

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- 114a.** Return to an Address to His Royal Highness the Governor General of the 23rd February, 1914, for a copy of all correspondence between the National Transcontinental Railway Commissioner and the Minister of Railways, and between the National Transcontinental Railway Commissioner and the Canadian Pacific Railway regarding the Joint Terminals at Quebec; also a copy of the Order in Council regarding joint terminals at Quebec, and of the final agreement regarding same. Presented March 16, 1914.—*Mr. Graham.*  
*Not printed.*
- 114b.** Return to an Order of the House of the 16th March, 1914, for a copy of all contracts by the Department of Railways or the Transcontinental Railway Commission with the Canadian Pacific Railway Company with regard to the establishment of a joint station at the Palais, city of Quebec, and of all correspondence with regard to the same. Presented March 20, 1914.—*Sir Wilfrid Laurier.*.....*Not printed.*
- 115.** Return to an Order of the House of the 9th December, 1912, for a return showing the number of commissioners appointed by the Government since October 10, 1911, to hold investigations, giving their names, the amount paid to each commissioner up to November 21, 1912, the number of the said commissioners still under pay, with their names. Presented February 10, 1914.—*Mr. Murphy.*.....*Not printed.*
- 116.** Return to an Order of the House of the 31st March, 1913, for a copy of all papers, documents, correspondence, &c., relating to requests for the temporary suspension of the application of the dumping clause of the Customs Tariff Act in reference to wire rods or any other products or articles, made to Department of Customs, or the Department of Finance, since November 1, 1911. Presented February 10, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 117.** Return to an Order of the House of the 20th January, 1913, for a copy of all proposals, offers, agreements, reports, estimates, letters, telegrams and of all other communications or documents in the possession of the Department of Railways and Canals, or of the Prime Minister of Canada, or of any other department of the Government, filed with said department or any of them, since the first day of January, 1910, relating to or in any way appertaining to the question or proposal of acquiring any or all, or any one of the lines of railways connecting with the Intercolonial Railway along its line, and serving as a feeder or feeders of said railway, either by lease, purchase or otherwise, also of all proposals, offers, requests, applications, petitions, memorials, or other documents, and of all letters, telegrams and other communications and correspondence, relating to or in any manner appertaining to the acquisition by any Railway company of running rights, so called, or the securing of a leasehold or other interest involving the rights by any Railway company to operate its trains over the rails of the Intercolonial Railway, together with a copy of all answers, letters, telegrams, correspondence and reports relating thereto, on the files of the Department of Railways and Canals, or of the Prime Minister, or of any Department of the Government. Presented February 10 1914.—*Mr. Emmerson*.....*Not printed.*
- 117a.** Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, memorials, petitions, engineers' reports and other documents exchanged by or on behalf of the proprietors of the Quebec Oriental Railway and the Atlantic, Quebec and Western Railway, and the Department of Railways and Canals, since last session, with the view of the acquisition by the Government of these roads as branch lines or feeders of the Intercolonial Railway. Presented March 6, 1914.—*Mr. Marçil (Bonaventure).*  
*Not printed.*
- 117b.** Return to an Order of the House of the 9th February, 1914, for a copy of all letters, telegrams, petitions, reports, correspondence and other documents on file in any Department of the Government, or in the possession of any member of the Government, relating to, or in any manner connected with, the proposal to have a spur line or siding to connect the new public wharf at Sackville, N.B., with the Intercolonial Railway at that place, and of all letters, telegrams and other correspondence passed between any person or persons and any member of the Government. Presented March 11, 1914.—*Mr. Emmerson*.....*Not printed.*
- 117c.** Return to an Order of the House of December 9, 1912, for a copy of the report made by Mr. Tessier to the Department of Railways and Canals on a proposed line of railway from Orangedale to Cheticamp in the County of Inverness, N.S.; and also all petitions, memorials and correspondence referring to the proposed line of railway. Presented March 17, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*
- 117d.** Return to an Order of the House of the 23rd March, 1914, for a copy of all petitions, correspondence, engineers' reports of surveys and of all other reports on file, referring to a proposed diversion of the Intercolonial Railway from, at or near Linwood Station, through the districts of Linwood, Cape Jack and to village of Harbour au Bouché; and more particularly of the petitions and reports relating to such diversion filed in or about the years 1887 and 1891. Presented April 7, 1914.—*Mr. Chisholm (Antigonish).*  
*Not printed.*



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- 117e.** Return to an Order of the House of the 23rd March, 1914, for a return showing the names of the successful contractors, with the particulars of their schedule prices respectively, on the contracts awarded by the Intercolonial Railway for the work of double tracking from Chaudiere Curve to St. Romuald, Quebec, and the division line from Nelson to Derby Junction, New Brunswick, and the division or spur line from North Sidney to Leitche's Creek, Nova Scotia, with a copy of the reports, correspondence and recommendations relating to the awarding of said tenders or contracts respectively, and also showing the estimate of cost of said works respectively. Presented April 15, 1914.—*Mr. Emmerson* .....*Not printed.*
- 117f.** Return to an Order of the House of the 16th March, 1914, for a copy of all memoranda, instructions and authorizations issued by the Minister of Railways and Canals since October 11, 1911, relating to the eliminating of the present grades and replacing the light bridges with heavier steel structure on the Intercolonial Railway; and of all memoranda, recommendations and reports made by Mr. F. P. Gutelius or the Board of Management of the Intercolonial Railway thereon. Presented May 6, 1914.—*Mr. Kyte* .....*Not printed.*
- 118.** Memorandum of special claim on behalf of Prince Edward Island in respect to representation in the House of Commons. Presented by Hon. Mr. Foster, February 10, 1914. ....*Printed for distribution and sessional papers.*
- 118a.** Memorandum on behalf of Nova Scotia, New Brunswick and Prince Edward Island, claiming the right to have their original representation in the House of Commons restored. Presented by Hon. Mr. Foster, February 10, 1914. ....*Printed for distribution and sessional papers.*
- 119.** Copy of the proceedings and resolutions adopted at the last Interprovincial Conference. Presented by Hon. Mr. Foster, February 10, 1914. ....*Printed for distribution and sessional papers.*
- 119a.** Minutes of the Proceedings in Conference of the representatives of the Provinces, October, 1913. Presented by Hon. Mr. Borden, March 11, 1914.....*Not printed.*
- 120.** Return to an Order of the House of the 2nd June, 1913, for a copy of the application of Pacifique Leroux for damages sustained by removal of a bridge on the Soulanges Canal, and of all reports and correspondence on the same. Presented February 12, 1914.—*Sir Wilfrid Laurier* .....*Not printed.*
- 121.** Return to an Order of the House of the 20th January, 1913, for a copy of all plans, proposals, diagrams, specifications, reports, surveys, requests, correspondence, letters, telegrams and of all other communications and documents in possession of the Department of Railways and Canals, relating or in any wise appertaining to the proposed steam ferry service for all seasons of the year between the mainland of New Brunswick, or of Nova Scotia, and Prince Edward Island, whereby a connection could be made between the Intercolonial Railway and the Prince Edward Island Railway, by the transfer of railway cars over and across the waters of the Straits of Northumberland by means of said proposed ferry, together with a statement of all estimates and figures as to the total cost of the installation of such ferry, and the items of said estimate or estimates in detail. Presented February 12, 1914.—*Mr. Emmerson*.....*Not printed.*
- 121a.** Return to an Order of the House of the 11th December, 1912, for a copy of all letters, telegrams and other documents relative to the establishment of a car ferry between Prince Edward Island and the mainland, of the report or reports of any engineers or experts in regard to the said proposal, and of their estimates of the cost thereof, the advertisement calling for tenders therefor, and a copy of any plans, conditions or proposed specifications therefor, or in regard thereto, and of any tenders received in response to said advertisement, of the reports, if any, of any officials in regard thereto, and of all data in possession of the Department in respect of said project. Presented February 12, 1914.—*Mr. Macdonald*.....*Not printed.*
- 122.** Return to an Order of the House of the 2nd February, 1914, for a return showing the total amount of liability in the form of temporary loans on the last day of each month during the period between the 1st day of May, 1913, and December 31, 1913, together with, in each case, the rate of interest paid upon said amounts during the same periods. Presented February 12, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 123.** Report of the Royal Commission appointed to investigate the construction of the National Transcontinental Railway, together with the evidence taken and exhibits filed before the said commission. Presented by Hon. Mr. Cochrane, February 12, 1914. ....*Printed for distribution and sessional papers.*
- 123a.** Return to an Order of the House of the 23rd February, 1914, for a copy of the assignment by M. P. and J. T. Davis in September, 1909, of contracts numbers 16 and 17 on the National Transcontinental Railway to O'Brien, Fowler and McDougall, and of the Transcontinental Commissioner's approval thereof, in the said month of September, 1909. Presented March 4, 1914.—*Mr. Graham*.....*Not printed.*

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- 123b.** Return to an Order of the House of the 18th February, 1914, for a copy of the contract with Mr. Joseph Gosselin for the locomotive and car shops at St. Malo, and of all telegrams, letters and correspondence between the Department and Mr. W. J. Press, mechanical engineer, or the chief engineer, with regard to change of the price of 85 cents per cubic yard for common excavation to the price of \$2.30 per cubic yard for frozen earth. Presented March 11, 1914.—*Mr. Graham*.....*Not printed.*
- 123c.** Return to an Address to His Royal Highness the Governor General of the 16th February, 1914, for a copy of all papers in any way relating to the tender, original contract, and amended contract of Mr. Joseph Gosselin for the locomotive and car shops at St. Malo, Quebec, together with a copy of the advertisements for tenders, the specifications, the contract, the amended contract, reports of engineers, recommendations to Council, Orders in Council, letters, telegrams, minutes or reports of interviews, and of all other documents referring in any way to the said contract or the amendment thereof. Presented March 11, 1914.—*Mr. Graham*.....*Not printed.*
- 123d.** Return to an Address to His Royal Highness the Governor General of the 23rd February, 1914, for a copy of all correspondence in connection with the appointment of Messrs. Lynch-Staunton and Gutelius as commissioners to investigate the cost of construction of the Eastern division of the National Transcontinental Railway, and also of the Order in Council appointing them. Presented March 12, 1914.—*Mr. Graham*.....*Not printed.*
- 123e.** Return to an Order of the House of the 23rd February, 1914, for a copy of the report of Geo. S. Hodgins, of New York, regarding the Transcona shops of the Transcontinental Railway, dated June 10, 1912. Presented March 19, 1914.—*Mr. Graham*.....*Not printed.*
- 123f.** Return to an Order of the House of the 23rd March, 1914, for a copy of all plans and profiles designed by the engineers, in connection with the intended construction of the Transcontinental Railway from a point called Ste. Claire, County of Dorchester, between the twentieth and thirtieth miles, east of the Quebec Bridge, going through the parishes of St. Malachie, Standon, Cranbourne, Ste. Germaine and Ste. Justine, passing through the townships of Panet, Rolette and Valois, towards Ste. Perpetue, on the 105th mile east of the Quebec bridge, and of all the information and reports on the nature of land, timber and minerals of the places through which the engineers have been, showing also how much the railway would have cost per mile had it been built in that part of the country. Presented April 7, 1914.—*Mr. Scoviny*.....*Not printed.*
- 123g.** Return to an Order of the House of the 23rd March, 1914, for a copy of all correspondence, messages, petitions, and other documents in connection with the choice of a site intended for the construction of a station at the village of St. Eleuthere, on the National Transcontinental Railway. Presented April 15, 1914.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*
- 123h.** Return to an Order of the House for a return showing.—
1. What kind of coaling plants have been provided on the National Transcontinental Railway?
  2. How many have been provided?
  3. Where they have been constructed?
  4. If any tenders were called for them?
  5. The name and address of the lowest tenderer.
  6. From whom they were obtained and at what price? Presented April 15, 1914.—*Mr. Macdonald*.....*Not printed.*
- 124.** Return to an Address to His Royal Highness the Governor General, of the 2nd February, 1914, for a copy of all decisions of the Board of Railway Commissioners made on or after the 10th of October, 1911, on which appeals have been taken to the Governor in Council, and of all decisions given by the Governor in Council on such appeals. Presented February 13, 1914.—*Mr. Sinclair*.....*Not printed.*
- 125.** Return to an Order of the House of the 2nd February, 1914, for a copy of all rules and regulations made and passed by the Board, with the approval of the Minister, under the provisions of the Intercolonial and Prince Edward Island Railways Employees' Provident Fund Act, pursuant to section eight of said Act. Presented February 13, 1914.—*Mr. Emmerson*.....*Not printed.*
- 125a.** Return to an Order of the House of the 2nd February, 1914, for a return showing in detail the transactions and proceedings of the so-called Provident Fund Board from the 1st day of January, A.D., 1912, to date, with the names of applicants and their addresses and the nature of their employment, for retirement under the provisions of The Intercolonial and Prince Edward Island Railways Employees' Provident Fund Act, and a statement of the names so retired during that period, showing the amount of their respective retiring allowances, their respective terms of service, their respective ages, and the total of the fixed yearly charges upon the said fund made thereby; together

## CONTENTS OF VOLUME 28—Continued.

- with a copy of all correspondence, letters, documents and other communications relating to such applications and retirements on file in the Railway Department either at Moncton or at Ottawa, and of all correspondence, letters, petitions or other communications addressed to and received by the Minister of Railways and Canals, the Department, or any official thereof, or any member of the Government from any member of Parliament, or other person charged with the responsibility of directing Government or railway patronage, or from any person or persons, club or association assuming to advise or direct with respect to any such patronage, and of all replies made to any such letters, petitions or other communications. Presented March 3, 1914.—*Mr. Emmerson* .....*Not printed.*
- 126.** Return to an Order of the House of the 2nd February, 1914, for a return showing the amounts of receipts and expenditures on the Intercolonial Railway during the months of April, May and June, of 1913, respectively, giving separately the revenue from passenger trains, freight traffic, mails and express and miscellaneous revenue, respectively, with the total thereof during that period; also the same information respecting the corresponding months of 1912, with the total thereof for that period. Also a statement showing the working expenses or expenditure during months of April, May and June of 1913, respectively, giving separately the working expenses or expenditure on maintenance of way and structures, maintenance of equipment, traffic expenses, transportation expenses and general expenses; with the total thereof during that period; and also the same information respecting the corresponding months of 1912, with the total thereof for the same period; also a statement showing the cost of transporting freight per ton mile during the period named in the years 1912 and 1913. Presented February 13, 1914.—*Mr. Emmerson*.....*Not printed.*
- 126a.** Return to an Order of the House of the 4th March, 1914, for a return showing the total revenue of the Intercolonial Railway during the fiscal year 1912-1913, and the revenue from Campbellton and all stations east of Campbellton, and from those west thereof as far as Halifax, on the main line, including the branches east of Campbellton, Prince Edward Island Railway excluded. Presented March 17, 1914.—*Mr. Boulay*.....*Not printed.*
- 126b.** Return to an Order of the House of the 2nd February, 1914, for a return showing the total earnings of the Intercolonial Railway on Division 3 in connection with passenger traffic for the calendar years 1910, 1911, 1912 and 1913 respectively, and the monthly passenger traffic earnings for each of the said years; the total expenses or expenditures connected with the said passenger traffic on said division during the said years respectively; together with a statement showing the monthly passenger traffic expenses or expenditures connected with said passenger traffic for each of the months during the said years; and showing, in addition, the loss and surplus for each of said years and the months thereof respectively, in connection with the passenger traffic on said division 3 between St. John and Halifax; also a statement of the revenue and expenditures on the transactions connected with said passenger traffic over said division during the months of December, 1913, and January, 1914, separately; and also a statement showing the gross passenger earnings for December, 1912, and January, 1914, respectively, and the gross expenditures with the passenger traffic for the said months respectively; together with a copy of all reports, returns, letters and correspondence relating to the earnings, expenditures or losses or surpluses on said division either in connection with freight or passenger traffic. Presented April 7, 1914.—*Mr. Emmerson*....*Not printed.*
- 127.** Return to an Order of the House of the 2nd February, 1914, for a return showing the names of the employees of all kinds on the Soulanges Canal in the section extending from the foot of the canal to the first bridge; with the functions of each of them, the salary thereto attached and the date of their hiring during the season of navigation. Presented February 13, 1914.—*Mr. Boyer*.....*Not printed.*
- 128.** Return to an Order of the House of the 3rd February, 1914, for a return showing:—
1. The names of all persons from whom land or property has been expropriated for right of way and station purposes in connection with the Dartmouth to Dean Settlement Branch of the Intercolonial Railway of Canada.
  2. The quantity of land or property so expropriated.
  3. The amount paid or offered to such person or persons for such land or property, in cases where payment or an offer has been made. Presented February 13, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*
- 129.** Copy of the International Convention for the safety of human life at sea. Presented by Hon. Mr. Hazen, February 16, 1914.....*Printed for distribution and sessional papers.*
- 129a.** Return to an Address to His Royal Highness the Governor General of the 2nd February, 1914, for a copy of all correspondence with the Imperial authorities, or any commercial bodies, on the subject of Safety of Life at Sea; and of the Order in Council appointing representatives of Canada on the International Conference on Safety of Life at Sea. Presented February 20, 1914.—*Sir Wilfrid Laurier*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

130. Return to an Order of the House of the 9th February, 1914, for a copy of all accounts, bills, receipts and vouchers in connection with the services of N. W. White, during 1912 and 1913, as commissioner to inquire into Indian lands in the Province of British Columbia. Presented February 17, 1914.—*Mr. Maclean (Hialfax)*.....*Not printed.*
131. Return to an Order of the House of the 2nd February, 1914, for a copy of all documents whatsoever relating to the investigation of a claim of Jean Ross or Joseph Ross, of Anqui, County of Rimouski, Province of Quebec, against the Intercolonial Railway, following an accident to a horse, which occurred on the 10th of December, 1906. Presented February 17, 1914.—*Mr. Boulay*.....*Not printed.*
132. Copy of the Order in Council appointing a commission to investigate the cost of living. Presented February 17, 1914.—*Sir Wilfrid Laurier*.....*Not printed.*
133. Statement of the population of Canada and its Provinces and Territories in the years 1871, 1881, 1891, 1901 and 1911, according to the census returns. Presented by Hon. Mr. Borden, February 17, 1914.....*Not printed.*
134. Return to an Order of the House of the 9th February, 1914, for a copy of all protests, if any, by the Grand Trunk Pacific Railway Company, against changes in grades of the National Transcontinental Railway from Winnipeg eastward, and terminal facilities at Quebec; of all subsequent approvals of such changes, if any, by the Grand Trunk Pacific Railway Company, and of all correspondence on the above subject. Presented February 18, 1914.—*Sir W. Laurier*.....*Not printed.*
135. Copy of Second Interim Report of the Royal Commission on the natural resources, trade and legislation of certain portions of His Majesty's Dominions, together with the Minutes of Evidence taken in Australia and New Zealand in 1913, in connection therewith. Presented by Hon. Mr. Foster, February 18, 1914.....*Not printed.*
136. Return to an Order of the Senate dated 27th January, 1914, for a copy of the Annual Report made in January, 1913, by the Central Railway Company to the Railway Department.—(*Senate*).....*Not printed.*
137. Return to an Order of the Senate dated 27th January, 1914, for a copy of the Annual Report made by the Salisbury and Albert Railway Company to the Railway Department.—(*Senate*).....*Not printed.*
138. Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence and documents in reference to the matter submitted to Sir William Whyte by the Government, the Transcontinental Commission or the commission appointed to investigate the construction of the National Transcontinental Railway, between the Government or any member or official thereof, and any official of the Grand Trunk Pacific Railway Company; and also of all correspondence between any member or official of either the above named commissions and the Justice Department, concerning the said matter. Presented February 19, 1914.—*Mr. Graham*.....*Not printed.*
139. Return to an Order of the House of the 16th February, 1914, for a return showing the names, salaries and grades of the private secretaries of the members of the Liberal Government on October, 1911; the names of the private secretaries employed from time to time by the members of the present Government, and the salary and grade of each. Presented February 19, 1914.—*Mr. Murphy*.....*Not printed.*
140. Return to an Order of the House of the 9th February, 1914, for a return showing how many woollen industries are operated in the country; where situated, in which province, and in what city, town or village; the number of hands employed in each, and the output for each during 1913. Presented February 19, 1914.—*Mr. Verville*.....  
*Not printed.*
141. Return to an Order of the House of the 2nd February, 1914, for a return showing the number, location, and mileage of rural mail routes established in Bonaventure County from October, 1911, to date, if any; together with a copy of all applications, memorials, reports and correspondence generally on this matter. Presented February 23, 1914.—*Mr. Marcell (Bonaventure)*.....*Not printed.*
- 141a. Return to an Order of the House of the 2nd February, 1914, for a return showing a tabulated statement of the number of rural mail delivery routes opened since 1911, including the number of boxes used; also the new mail delivery contracts necessitated by the establishment of said routes in each county, not already moved for. Presented February 23, 1914.—*Mr. Lemieux*.....*Not printed.*
- 141b. Return to an Order of the House of the 19th February, 1914, for a return showing the number of rural mail delivery routes which have been established in Nova Scotia, and their names; and if any of the routes are provided with a daily service. Presented March 2, 1914.—*Mr. Sinclair*.....*Not printed.*

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**CONTENTS OF VOLUME 28—Continued.**

- 141c.** Return to an Order of the House of the 18th February, 1914, for a copy of all documents, petitions, letters, telegrams, &c., exchanged between any one and the Post Office Department, in connection with the establishing of a rural mail service in the Parish of St. Marguerite de Blairfindie, County of St. Johns and Iberville, and of all documents, letters and telegrams, &c., relating to the contracts for the conveyance of rural mail in said parish. Presented April 29, 1914.—*Mr. Demers*.....*Not printed.*
- 141d.** Return to an Order of the House of the 20th April, 1914, for a return showing:—  
 1. Whether the rural postal delivery service has been started in the County of Quebec? If so, when and in what parishes of said county?  
 2. Whether public tenders have been advertised for such service? If so, when, how many were received and from whom, the amount of each tender, and what tender was accepted?  
 3. The price of the accepted tender, the name of the tenderer, the condition or conditions of payment, and the length of the contract. Presented April 30, 1914.—*Mr. Lachance* .....*Not printed.*
- 141e.** Return to an Order of the House of the 6th April, 1914, for a copy of all letters, petitions and documents relative to the establishment of a rural mail delivery route from New Glasgow through Mount William, Granton and Abercrombie, County of Pictou. Presented May 8, 1914.—*Mr. Macdonald* .....*Not printed.*
- 141f.** Return to an Order of the House of the 4th March, 1914, for a copy of all correspondence, telegrams, petition, recommendation and other documents relating to the establishment of the rural mail service in the parish of St. Theodore d'Acton. Presented May 16, 1914.—*Mr. Marcil (Bonaventure)* .....*Not printed.*
- 141 (g).** Return to an Order of the House of the 11th February, 1914, for a copy of all petitions, letters, telegrams and other papers relative to the establishment of rural mail delivery routes in the County of Pictou since January 1, 1912, together with the number of said routes, the carriers on each route, the tenders received in each case for the service, a copy of the correspondence in relation to said tenders and their acceptance, and the post offices closed or to be closed as the result of the establishment of said routes. Presented June 12, 1914.—*Mr. Macdonald*.....*Not printed.*
- 142.** Return to an Order of the House of the 2nd February, 1914, for a return showing what new post offices have been established in the County of L'Islet since 1911; the names of the officer in charge of each of them; the revenue brought; the expenses incurred by these offices, including the salary and fees of the postmaster and charges for the conveyance of the mails; if these officers have been asked for by petitions of the interested ratepayers, and if so, by whom; the quantity of letters and other postal matters that have passed through each of these offices since they have been established. Presented February 23, 1914.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*
- 142a.** Return to an Order of the House of the 30th March, 1914, for a copy of all documents, papers, petitions, correspondence, reports, &c., in connection with the opening of a post office under the name of Giasson in the parish of St. Aubert, County of L'Islet. Presented April 22, 1914.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*
- 143.** Return to an Order of the House of the 2nd February, 1914, for a return showing the names and addresses, with rank or occupation, of all persons who accompanied the Minister of Militia and Defence to the Old country and Europe during the summer of 1913, and whose expenses were paid wholly or in part by the Dominion Government, or who were paid salary or allowance during such time, with the amount paid to each person. Presented February 23, 1914.—*Mr. Carvell*.....*Not printed.*
- 144.** Return to an Order of the House of the 11th February, 1914, for a copy of all correspondence, telegrams and other papers to be found in the Department of the Naval Service in connection with the death and burial, at Montreal, of Joseph LeBlanc, a sailor on D.G.S. *Canada*. Presented February 23, 1914.—*Mr. Sinclair*.....*Not printed.*
- 145.** Return to an Order of the House of the 2nd February, 1914, for a copy of all tenders received for the construction of a salmon hatchery on Nipissiguit river, Gloucester County, N.B., and of the contract awarded. Presented February 23, 1914.—*Mr. Turgeon* .....*Not printed.*
- 146.** Return to an Order of the House of the 9th April, 1913, for a copy of all correspondence, telegrams, petitions, affidavits, certificates, reports, complaints and other documents, relating to the resignation of Mr. M. C. Blais, recruiting officer of the Department of Marine and Fisheries from the Government shipyards at St. Joseph de Sorel, and to the appointment of Mr. F. P. Vanasse to this office. Presented February 23, 1914.—*Mr. Cardin* .....*Not printed.*

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- 147.** Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, letters, telegrams, and other documents relating to industrial disputes during the year 1913, between the operators and employees of any of the companies operating coal mines on Vancouver Island, and disturbances arising out of the same; and of any correspondence, either before or since the year 1913, with respect to any of the said disputes. And in particular of all correspondence, letters, telegrams, and other documents to or from the Prime Minister, the Honourable the Minister of Labour or any of the officers of the Department of Labour, respecting attempts at conciliation in connection with these disputes; and to or from the Honourable the Minister of Militia, or any officers of the Department of Militia and the Honourable the Minister of Justice, or any officers of the Department of Justice, respecting the calling out and services of the militia in connection with said disputes; and a statement of the arrests made and of convictions, if any, for infringement of the laws. Also a copy of the evidence taken and reports of investigations made by the Honourable the Minister of Labour, Mr. Samuel Price, Commissioner appointed by the Department of Labour, and of the Deputy Minister of Labour; together with a detailed statement of the expenses of all such investigations and expenses otherwise incurred by any of the Departments of the Government in consequence of said disputes or difficulties arising out of same. Presented February 23, 1914.—*Sir W. Laurier*.....*Not printed.*
- 147a.** Return to an Address to His Royal Highness the Governor General of the 2nd February, 1914, for a copy of all correspondence, letters, telegrams and reports that have been exchanged between the Government and the strikers and operators of coal mines in British Columbia since the beginning of the strike until the present; also a copy of all Orders in Council in connection with said strike. Presented February 23, 1914.—*Mr. Verville*.....*Not printed.*
- 147b.** Supplementary Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, letters, telegrams, and other documents relating to industrial disputes during the year 1913, between the operators and employees of any of the companies operating coal mines on Vancouver Island, and disturbances arising out of the same; and of any correspondence, either before or since the year 1913 with respect to any of the said disputes. And in particular of all correspondence, letters, telegrams, and other documents to or from the Prime Minister, the Honourable the Minister of Labour or any of the officers of the Department of Labour, respecting attempts at conciliation in connection with these disputes, and to or from the Honourable the Minister of Militia, or any officers of the Department of Militia and the Honourable the Minister of Justice, or any officers of the Department of Justice, respecting the calling out and services of the militia in connection with said disputes; and a statement of the arrests made and of convictions if any, for infringement of the laws. Also a copy of the evidence taken and reports of investigations made by the Honourable the Minister of Labour, Mr. Samuel Price, Commissioner appointed by the Department of Labour, and of the Deputy Minister of Labour; together with a detailed statement of the expenses of all such investigations and expenses otherwise incurred by any of the Departments of the Government in consequence of said disputes or difficulties arising out of same. Presented February 24, 1914.—*Sir Wilfrid Laurier*.....*Not printed.*
- 148.** Regulations, approved by Order in Council, dated the 19th day of January, 1914, for the disposal of petroleum and natural gas rights, the property of the Crown in Manitoba, Saskatchewan, Alberta, the Northwest Territories, the Yukon Territory, the Railway Belt in the Province of British Columbia, and within the tract containing three and one-half (3½) million acres of land acquired by the Dominion Government from the Province of British Columbia, and referred to in subsection (b) of section 3 of the Dominion Lands Act. Presented by Hon. Mr. Roche, February 23, 1914.  
*Not printed.*
- 149.** Regulations in regard to grazing leases of vacant Dominion lands, &c. Presented by Hon. Mr. Roche, February 23, 1914.....*Not printed.*
- 150.** Return to an Order of the House of the 9th February, 1914, for a return showing the amounts in detail paid to Ward Fisher, of Shelburne, N.S., fishery inspector, for the years 1912 and 1913 for salary, office expenses, travelling expenses, and all other expenses. Presented February 24, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 151.** Return to an Order of the House of the 2nd February, 1914, for a copy of the report of operations at the fishery hatchery at Port Daniel West, for the year 1913. Presented February 24, 1914.—*Mr. Marcell (Bonaventure)*.....*Not printed.*
- 152.** Return to an Order of the House of the 18th February, 1914, for a copy of all correspondence, investigations or other documents respecting the loss of a horse killed on the Intercolonial, on the 10th of September last, the property of Johnny Roy, of Amqui. Presented February 24, 1914.—*Mr. Boulay*.....*Not printed.*

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153. Return to an Order of the House of the 16th February, 1914, for a return showing the increase in freight rates on live-stock, including horses, carried over the Intercolonial Railway, by the tariff effective May 1, 1913, as compared with the tariff effective April 15, 1909, for the following distances, respectively:—

Over	5 and not over	10 miles.
" 10	"	15 "
" 15	"	20 "
" 20	"	25 "
" 25	"	30 "
" 30	"	40 "
" 40	"	50 "
" 50	"	60 "
" 60	"	70 "
" 70	"	80 "
" 80	"	90 "
" 90	"	100 "
" 100	"	110 "
" 110	"	120 "
" 120	"	130 "
" 130	"	140 "
" 140	"	150 "
" 150	"	160 "

Presented February 24, 1914.—*Mr. Kyle*.....*Not printed.*

154. Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, letters, telegrams, and other documents relative to the report and recommendations of the Board appointed under the Combines Investigation Act to investigate the methods adopted by the United Shoe Machinery Company. Presented February 24, 1914.—*Sir Wilfrid Laurier*.....*Not printed.*
155. Return to an Address to His Royal Highness the Governor General of the 2nd February, 1914, for a copy of memorandum of agreement between the Canadian Government railways and the Canadian Pacific Railway Company, covering the transportation of freight and passengers between Halifax and St. John over the Intercolonial Railway, in connection with the Canadian Pacific and Allan Line Steamships, carrying British mails, making Halifax the terminal port; also of all agreements, Orders in Council, petitions, memorials, regulations or orders of the Department of Railways and Canals, or of any officer or officers of the Intercolonial Railway; of letters or other correspondence, interviews with the Prime Minister and other member or members of the Government, and representations to the Prime Minister, or other member or members of the Government, in any manner relating to the said memorandum of agreement; and of all telegrams and letters received by the Government, or any member thereof, or sent by them, either in reply or otherwise; also of all letters, telegrams, representations or other documents relating to the said agreement or in any way connected therewith, received by F. P. Gutelius, the General Manager of the Intercolonial Railway, from the Canadian Pacific Railway, or from any corporation, persons or body, or sent by him, in reply thereto or otherwise, to the said Canadian Pacific Railway or to any other corporation, body or person. Presented February 24, 1914.—*Mr. Emmerson*.....*Not printed.*
156. Return to an Address to His Royal Highness the Governor General of the 9th February, 1914, for a copy of all Orders in Council since the 1st of June last in any way altering the rates of duties existing under the Customs Act. Presented February 24, 1914.—*Sir Wilfrid Laurier*.....*Not printed.*
157. Correspondence, statements, &c., in respect to certain proposed advances to the Harbour Commissioners of Montreal, for expenditure during the years 1914, 1915, 1916 and 1917. Presented by Hon. Mr. Hazen, February 27, 1914.....*Not printed.*
158. Memorandum of proposed harbour improvements to be made by the Harbour Commissioners of Quebec during 1914, out of certain proposed advances to be made to the said commission. Presented by Hon. Mr. Hazen, February 27, 1914.....*Not printed.*
159. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, correspondence, telegrams, &c., between the Department of Trade and Commerce and any person or persons, companies or corporations, in the years 1912 and 1913, respecting a steamship service between St. John, N.B., and Bear River, N.S., and intermediate points, and the matter of the payment of a subsidy therefor. Presented March 2, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
160. Return to an Order of the House of the 2nd February, 1914, for a copy of the reports made by the proprietors of the steamer *Canada*, on which the subsidy was paid to them for the season of 1913, for the service between Campbellton, N.B., and Gaspé, Que.; together with a copy of all complaints regarding the said service and of the correspondence, reports and documents in the possession of the Department of Trade and Commerce in that connection in the said year. Presented March 2, 1914.—*Mr. Marcell (Bonaventure)*.....*Not printed.*

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**CONTENTS OF VOLUME 28—Continued.**

- 161.** Return to an Order of the House of the 4th February, 1914, for a return showing what sum or sums of money, if any, have been expended by the Government since the 21st of September, 1911, in the County of Wright, Quebec, and how such money has been expended. Presented March 2, 1914.—*Mr. Devlin*.....*Not printed.*
- 162.** Return to an Order of the House of the 26th February, 1914, for a return showing:—  
 1. How many temporary clerks were employed in the Library of Parliament during the Sessions of 1911-1912 and 1912-1913, their names and the salary paid to each for such service, and the total so paid?  
 2. How many temporary clerks are at present so employed, their names and salaries respectively?  
 3. If any temporary clerks were employed in said library, during the Session of 1910-1911; if so, how many?  
 4. What was the then number of permanent clerks in the library, and the present number of temporary clerks employed in said library?  
 5. Why temporary clerks are employed in said library in positions superior to and at higher pay than that paid to permanent clerks? Presented March 3, 1914.—*Mr. Turgeon*.....*Not printed.*
- 163.** Return to an Address to His Royal Highness the Governor General of the 2nd February, 1914, for a copy of all correspondence, telegrams, memoranda, Orders in Council, instructions to officers, regulations and other papers and documents relating to a change in the regulations governing the fishing of salmon in the St. John River, above tidal water. Presented March 3, 1914.—*Mr. Sinclair*.....*Not printed.*
- 164.** Return to an Order of the House of the 2nd February, 1914, for a copy of all letters, telegrams and correspondence in any way relating to the appointment of men in any way connected with the salmon fishing pond at Margaree during the year 1913. Presented March 3, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*
- 165.** Return to an Order of the House of the 2nd February, 1914, for a copy of all tenders received in 1912 for the construction of a breakwater at Green Point, Gloucester County, N.B., and of all correspondence, letters and telegrams showing why the contract was not awarded to lowest tenderer. Presented March 3, 1914.—*Mr. Turgeon*.....*Not printed.*
- 166.** Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, letters, telegrams, &c., touching in any way the work done on Lingan Beach, South Cape Breton, under Superintendent H. D. McLean. Presented March 3, 1914.—*Mr. Carroll*.....*Not printed.*
- 167.** Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, advertisements, tenders, bids, contracts, reports, vouchers, accounts, receipts, correspondence, &c., in connection with a wharf recently constructed at Gold River, Lunenburg County, N.S. Presented March 3, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 168.** Return to an Address to His Royal Highness the Governor General, of the 9th February, 1914, for a copy of all documents, Orders in Council, correspondence, telegrams, tenders, accounts, vouchers, part, &c., in connection with the construction of a bridge or work between the mainland and an island, known as Boutilier's island, at South West Cove, Lunenburg County, N.S. Presented March 3, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 169.** Return to an Order of the House of the 9th February, 1914, for a copy of all advertisements, tenders, contracts, documents, letters and correspondence relating to the supply of coal for the Government public buildings at Lunenburg, N.S. Presented March 3, 1914.—*Mr. Macdonald*.....*Not printed.*
- 170.** Return to an Order of the House of the 2nd February, 1914, for a comparative statement of the quantity of cubic yards of dredging done by the *Restigouche*, or dredge No. 3, on the outside bar of Bathurst Harbour, during the seasons of 1910, 1911, 1912 and 1913. Presented March 3, 1914.—*Mr. Turgeon*.....*Not printed.*
- 170a.** Return to an Order of the House of the 2nd February, 1914, for a copy of all tenders received for the dredging in Bathurst Harbour, and of the contract awarded. Presented March 3, 1914.—*Mr. Turgeon*.....*Not printed.*
- 170b.** Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, letters and telegrams relating to the deposit of sand and mud dumped into the southwestern channel by the contractors of dredging in Bathurst Harbour. Presented March 3, 1914.—*Mr. Turgeon*.....*Not printed.*
- 171.** Return to an Address to His Royal Highness the Governor General of the 9th February, 1914, for a copy of all correspondence, telegrams, petitions and memorials received by the Right Honourable R. L. Borden, Premier of Canada, or the Minister of Railways and Canals, from J. A. Gillies, Esq., Sydney, N.S., or from any resident of the County of Richmond, N.S., relative to the purchasing of the Cape Breton Railway by the Government and the building of a line of railway from St. Peters to Sydney and Louisburg, and of replies thereto. Presented March 3, 1914.—*Mr. Kyte*.....*Not printed.*



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**CONTENTS OF VOLUME 28—Continued.**

- 172.** Return to an Order of the House of the 2nd February, 1914, for a return showing:—  
 1. The names of all proprietors from whom land and property have been expropriated for the purpose of the Halifax Ocean Terminals between Three Mile House and the proposed site of the railway and shipping terminals?  
 2. The price or amount of damages paid therefor, or the amount offered and accepted in the case of each proprietor?  
 3. The amount offered or tendered each proprietor for damages and which has not been accepted.  
 4. The quantity of land and nature of property so expropriated from each proprietor. Presented March 3, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 172a.** Return to an Order of the House of the 2nd February, 1914, for a copy of all advertisements, tenders, papers, documents, letters and correspondence relating to the construction of the railway from Three Mile House at Bedford Basin to Halifax Harbour, and also to the piers or wharfs and sea walls in connection with the proposed Halifax Ocean Terminals. Presented March 16, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 173.** Return to an Order of the House of the 2nd February, 1914, for a copy of all agreements, correspondence, papers and documents referring to any arrangement made between the Intercolonial Railway of Canada and the Canadian Pacific Railway in the year 1913, relating to the hauling of Canadian Pacific Railway freight and passenger trains between St. John and Halifax, connecting with any transatlantic steamship lines at Halifax, during the winter season of 1913-14. Presented March 4, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 174.** Return to an Order of the House of the 20th January, 1913, for a copy of all recommendations, correspondence, letters, telegrams and reports now on file in the Department of Justice, relating to the vacancy in the office of deputy warden of the Dorchester penitentiary, and the appointment of a successor to Mr. A. B. Pipes, who was promoted from the position of deputy warden of Dorchester penitentiary to that of warden. Presented March 4, 1914.—*Mr. Emmerson*.....*Not printed.*
- 175.** Correspondence between the City of Ottawa and the Government, on the subject of a pure water supply for the city and Government buildings. Presented by Hon. Mr. Borden, March 4, 1914.....*Not printed.*
- 176.** Return to an Order of the House of the 2nd February, 1914, for a copy of all letters, correspondence, telegrams and all other documents between the Department of Railways and Canals and Archer, Macdonald, E. Montpetit, C. A. Harwood, and A. Marceau, local engineer, St. Amour, Superintendent of the Canal of Soulanges, L. A. Sauvé, and others, respecting the tearing down of several houses and dependencies erected on the Government grounds at Pointe Cascades, the property of the said L. A. Sauvé. Presented March 5, 1914.—*Mr. Boyer*.....*Not printed.*
- 177.** Return to an Order of the House of the 23rd February, 1914, for a copy of all agreements between the Transcontinental Railway Commission and the Canadian Northern Railway for the use of the line of the said company by the trains of the Transcontinental Railway from Cap Rouge to the shops at St. Malo. Presented March 5, 1914.—*Sir Wilfrid Laurier*.....*Not printed.*
- 178.** Return to an Order of the House of the 23rd February, 1914, for a copy of all correspondence between the Minister of Railways or the Transcontinental Railway Commission and the Quebec Harbour Commission, with regard to the construction by the said Harbour Commission of a line of railway to connect the said Transcontinental Railway from Champlain Market with the proposed Union Station at the Palais, and of all contracts by the said Harbour Commission towards that end. Presented March 5, 1914.—*Sir Wilfrid Laurier*.....*Not printed.*
- 179.** Return to an Order of the House of the 9th February, 1914, for a copy of all advertisements, tenders, contracts and correspondence in connection with the proposed New London Branch of the Prince Edward Island Railway. Presented March 5, 1914.—*Mr. Graham*.....*Not printed.*
- 180.** Return to an Order of the House of the 4th February, 1914, for a return showing the total amount of available cash on deposit to the credit of the Government of Canada on the last day of each month between April 1, 1913, and December 31, 1913. Presented March 5, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 181.** Return to an Order of the House of the 4th February, 1914, for a return showing the following particulars respectively, of all loans placed or extended by the Government of Canada, upon the London market during the calendar years 1912 and 1913: Loan, date and copy of prospectus; price in prospectus and price realized; date on which loan matures; rate per cent; total issue; amount realized; charges including discount for immediate payments, &c.; net amount of cash realized; and the annual effective rate of interest per unit. Presented March 5, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

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**CONTENTS OF VOLUME 28—Continued.**

- 182.** Return to an Order of the House of the 9th February, 1914, for a return showing the number of farm labourers and public servants respectively, placed by the Government employment agents during the years 1912 and 1913; also the counties where placed and amount of bonus paid. Presented March 6, 1914.—*Mr. Sutherland*.....*Not printed.*
- 183.** Return to an Order of the House of the 26th February, 1914, for a return showing:—  
 1. What chartered banks in Canada have gone into liquidation since Confederation, and at what date in each case;  
 2. The loss in each case to the depositors, the note holders and the stockholders respectively;  
 3. What relief, if any, was given in each case by the Government to any of the parties suffering loss. Presented March 6, 1914.—*Mr. Neely*.....*Not printed.*
- 184.** Return to an Order of the House of the 11th February, 1914, for a return showing the number of binders, reapers, mowers, ploughs, seeders, and cultivators exported from and imported to Canada, with their value respectively, in each of the years 1910, 1911, 1912 and 1913. Presented March 6, 1914.—*Mr. Neely*.....*Not printed.*
- 185.** Return to an Order of the House of the 23rd February, 1914, for a return showing the number of cattle exported from Canada to the United States in the months of October, November and December, 1913, and January, 1914, and for the corresponding months in 1912 and 1913. Presented March 6, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 186.** Return to an Order of the House of the 23rd February, 1914, for a return showing the quantities and varieties of fish exported from Canada to the United States in the months of October, November and December, 1913, and January, 1914, and for the corresponding months in 1912 and 1913. Presented March 6, 1914.—*Mr. Maclean (Halifax)*.....  
*Not printed.*
- 187.** Return to an Order of the House of the 26th February, 1914, for a return showing:—  
 1. Who were, from incorporation, and who are, the officers and directors of the Grand Trunk Pacific Railway Company;  
 2. The amount of capital stock of said company, the amount paid up, and who are the holders of such paid up stock, and the amount held, and still held, by each;  
 3. If this company, or a subsidiary company, has contracted to build any portion of the National Transcontinental Railway; and, if so, the total amount of their contracts for such work;  
 4. What portion of such contracts or work was sublet, and on such sublet contracts what profit was made by the said company. Presented March 6, 1914.—*Mr. Middlebro.*  
*Not printed.*
- 188.** Report of the Board of Inquiry appointed to investigate and verify the claims of applicants for Fenian Raid Volunteer Bounty in the Province of Nova Scotia. Presented by Hon. Mr. Hughes, March 9, 1914.....*Not printed.*
- 188a.** List of applicants, in Nova Scotia, for the Fenian Raid Volunteer Bounty whose claims have been approved.—List of Fenian Raid Volunteer Bounty applicants, in Nova Scotia, received to December 31, 1913, but not yet considered. Presented by Hon. Mr. Hughes, March 9, 1914.....*Not printed.*
- 189.** Return to an Order of the House of the 12th February, 1914, for a return showing what was the local minimum rate of freight on small parcels on the Intercolonial Railway prior to October 10, 1911, and also the present rate on the same. Presented March 9, 1914.—*Mr. Sinclair*.....*Not printed.*
- 190.** Return to an Order of the House for a copy of all correspondence, reports, evidence taken, and of all other papers in the possession of the Minister of Railways and Canals, relating to the investigation recently held by Mr. Ferguson, M.L.A., concerning the affairs of the Trent Valley Canal. Presented March 9, 1914.—*Mr. Burnham.*  
*Report only printed for distribution and sessional papers.*
- 191.** Return to an Order of the House of the 16th February, 1914, for a copy of all papers necessary to convey full information as to the charter, outfit and instructions of the *Kavluk* and auxiliary vessels; the names, rank, pay and terms of engagement of their officers and crews; and of all communications received from Mr. V. Steffansson, or any other person who has received such a communication, written after the expedition sailed for the Arctic Ocean. Presented March 10, 1914.—*Mr. Oliver*.....*Not printed.*
- 192.** Return to an Order of the House of the 2nd February, 1914, for a return showing the number of towns in the Province of Ontario which have a population larger than the town of Chesley, South Riding of Bruce, which was 1,734, according to the last census; also the number of such towns served by letter boxes on the street. Presented March 10, 1914.—*Mr. McCrancy*.....*Not printed.*
- 193.** Return to an Order of the House of the 2nd February, 1914, for a return showing the names of the promoters of the National Drop Forge Company, Limited, and the powers asked by and given to said company by letters patent. Presented March 10, 1914.—*Mr. Lemieux*.....*Not printed.*

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**CONTENTS OF VOLUME 28—Continued.**

- 194.** Return to an Order of the House of the 2nd February, 1914, for a return showing the names of the promoters of the Canadian Contracting Company, and the powers asked by and given to said company by letters patent. Presented March 10, 1914.—*Mr. Lemieux* .....*Not printed.*
- 195.** Return to an Order of the House of the 4th February, 1914, for a copy of all papers, letters, telegrams, reports, inquiries and documents or other communications had with any of the Departments of the Government, particularly with the Interior, Customs and Marine and Fisheries Departments, relating to Gustavas A. Colpitts, a Canadian citizen returning as a passenger on the Royal Mail Steamship *Empress of Britain*, in September, 1911, who alleged that he was not allowed by officers of the Government to disembark at Rimouski from said steamship. Also a copy of all letters, correspondence or other communications received by any members of the Government, particularly by the Minister of Marine and Fisheries, and by any Department of the Government, from the said Gustavas A. Colpitts, who was at the time a student at Mount Allison University, Sackville, New Brunswick, and of all letters or other communications sent in reply thereto. Presented March 10, 1914.—*Mr. Emmerson*.....*Not printed.*
- 196.** Number of Chinamen entering Canada during years 1911-12-13, &c.—(*Senate*).  
*Not printed.*
- 197.** Return to an Order of the House of the 23rd February, 1914, for a copy of all letters, papers, plans, correspondence, memoranda and other documents relative to the shortening of distances on the Intercolonial Railway between Pictou and Port Mulgrave, and to the construction of a new bridge at Pictou in connection therewith. Presented March 12, 1914.—*Mr. Macdonald*.....*Not printed.*
- 198.** Return to an Order of the House of the 23rd February, 1914, for a copy of all letters, telegrams, correspondence, leases and other documents relating to the cutting of lumber by Mr. B. F. Smith from the so-called Tobique Indian reserve, in the Province of New Brunswick, and of all recommendations with reference thereto, made by the Indian agent for that portion of the Province, or any other official of the Department in the said Province; together with a statement of the lumber cut by said Smith from said reserve, with the rates of stumpage charged and amounts paid since January 1, 1912. Presented March 12, 1914.—*Mr. Carvell*.....*Not printed.*
- 198a.** Return to an Order of the House of the 23rd February, 1914, for a copy of all correspondence, letters, telegrams, memorials, petitions, &c., relating to the sale or transfer of the Indian reserve at Sydney, N.S., and the removal of the Indians therefrom. Presented March 17, 1914.—*Mr. Kyte*.....*Not printed.*
- 198b.** Return to an Order of the House of the 23rd March, 1914, for a copy of all the instructions issued to C. P. Fullerton and Fawcett Taylor, or either of them, in reference to the St. Peter's Indian reserve. Presented April 8, 1914.—*Mr. Oliver*.....*Not printed.*
- 199.** Return to an Order of the House of the 11th February, 1914, for a copy of all correspondence, letters, telegrams and other documents relative to the purchase for the Intercolonial Railway of a quantity of coal in the United States, within the past few months. Presented March 12, 1914.—*Mr. Macdonald* .....*Not printed.*
- 199a.** Return to an Order of the House of the 2nd February, 1914, for a return showing:—
1. When the Intercolonial Railway and the Prince Edward Island Railway last called for tenders for its coal supply, and when the tenders were returnable?
  2. The number of tenders received, the names of the tenderers, and their respective prices?
  3. The date of the last contract or contracts for coal for the Intercolonial Railway, and who was the contractor or contractors respectively?
  4. The names of the successful tenderers, as the result of the last call for tenders, and their prices respectively?
  5. The amount in tons of the contract made with each, and at what prices per ton respectively?
  6. If any coal was purchased for the Government system of railways in the United States since March 31, 1913? If so, by whom, from whom, and through whom it was purchased, and at what price, the cost per ton delivered, inclusive of commissions to the railways. Presented March 18, 1914.—*Mr. Emmerson*.....*Not printed.*
- 199b.** Return to an Order of the House for a return showing whether the Government has purchased any coal, freight or passenger cars during the past six months for the Intercolonial Railway; if so, from whom and in what quantity; the price paid in each case; if any tenders were called for the same; who the tenderers were and the amount of each tender. Presented April 6, 1914.—*Mr. Macdonald*.....*Not printed.*
- 200.** Return to an Order of the House of the 4th March, 1914, for a return showing the freight rates on flour, hay, oats, lumber and firewood per 100 lbs. or per ton, between Bathurst, N.B., and Nepisiguit Junction, Red Pine, Bartibogue, Beaver Brook, and between Bathurst, Berresford, Petit Rocher and Belledune, before the changes made in August, 1913, and the freight rates on the same articles, between the same points, under the new schedule of rates. Presented March 16, 1914.—*Mr. Targcon*.....*Not printed.*

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- 201.** Return to an Order of the House of the 11th February, 1914, for a copy of all contracts, accounts, bills, memoranda, letters, correspondence, receipts, vouchers, bills of lading, &c., referring to all materials, provisions, supplies and goods of every description purchased and forwarded to Port Nelson during the year 1913, by any Department of the Government of Canada, and agreements for employment of workmen in connection with the construction of the Hudson Bay Railway terminals at Port Nelson. Presented March 18, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 202.** Return to an Order of the House of the 9th February, 1914, for a copy of all papers, letters or other correspondence, instructions, reports, valuations, appointment of valuers, or appraisers, appraisements, abstracts of titles, deeds or other conveyances, in any Department of the Government or in the railway offices at Moncton, relating to, or in any manner connected with, the purchase by the Intercolonial Railway of a property in Moncton, N.B., at the corner of Archibald and Main streets in said city, formerly owned in his lifetime by the late P. S. Archibald, C.E., and now occupied by the General Superintendent of the Intercolonial Railway, F. P. Brady, as a residence; together with a copy of all bills, accounts and statement of expenditures for repairs made on the buildings of said property; and also of accounts, commissions and bills paid to solicitors, attorneys or other agents, for searches, conveyances, and a statement of all moneys paid for charges and expenses in connection with such purchase or the procuring of a deed of said property? Presented March 16, 1914.—*Mr. Emmerson.*  
*Not printed.*
- 202a.** Supplementary Return to an Order of the House of the 9th February, 1914, for a copy of all papers, letters or other correspondence, instructions, reports, valuations, appointment of valuers, or appraisers, appraisements, abstracts of titles, deeds or other conveyances in any department of the Government or in the railway offices at Moncton, relating to, or in any manner connected with, the purchase by the Intercolonial Railway of a property in Moncton, N.B., at the corner of Archibald and Main streets in said city, formerly owned in his lifetime by the late P. S. Archibald, C.E., and now occupied by the General Superintendent of the Intercolonial Railway, F. P. Brady, as a residence; together with a copy of all bills, accounts and statement of expenditures for repairs made on the buildings of said property; and also of accounts, commissions and bills paid to solicitors, attorneys or other agents, for searches, conveyances, and a statement of all monies paid for charges and expenses in connection with such purchase or the procuring of a deed of said property. Presented March 26, 1914.—*Mr. Emmerson* .....*Not printed.*
- 202b.** Further Supplementary Return to an Order of the House of the 9th February, 1914, for a copy of all papers, letters or other correspondence, instructions, reports, valuations, appointment of valuers, or appraisers, appraisements, abstracts of titles, deeds or other conveyances in any department of the Government or in the railway offices at Moncton, relating to, or in any manner connected with, the purchase by the Intercolonial Railway of a property in Moncton, N.B., at the corner of Archibald and Main streets in said city, formerly owned in his lifetime by the late P. S. Archibald, C.E., and now occupied by the General Superintendent of the Intercolonial Railway, F. P. Brady, as a residence; together with a copy of all bills, accounts and statement of expenditures for repairs made on the buildings of said property; and also of accounts, commissions and bills paid to solicitors, attorneys or other agents, for searches, conveyances, and a statement of all monies paid for charges and expenses in connection with such purchase or the procuring of a deed of said property. Presented April 1, 1914.—*Mr. Emmerson* .....*Not printed.*
- 203.** Return to an Order of the House of the 4th March, 1914, for a return showing the freight rates under the old tariff of the Intercolonial Railway, per 100 lbs. or per ton, on fresh, dried and cured fish, molasses, coal oil, nails, hardware and anthracite coal from Gloucester Junction and Bathurst station to and from St. John, and the present rates for the same articles between the same points. Presented March 17, 1914.—*Mr. Turgeon.*  
*Not printed.*
- 204.** Return to an Order of the House of the 23rd February, 1914, for a return showing all smelt fishing licenses issued in the County of Pictou during the past season, and of all correspondence in reference to the same. Presented March 17, 1914.—*Mr. Macdonald.*  
*Not printed.*
- 204a.** Supplementary Return to an Order of the House of the 23rd February, 1914, for a return showing all smelt fishing licenses issued in the County of Pictou during the past season, and of all correspondence in reference to the same. Presented April 17, 1914.—*Mr. Macdonald* .....*Not printed.*
- 205.** Return to an Order of the House of the 2nd February, 1914, for a copy of all documents concerning the latest changes in the lobster fishing regulations at Magdalen Islands. Presented March 17, 1914.—*Mr. Lemieux*.....*Not printed.*

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**CONTENTS OF VOLUME 28—Continued.**

- 206.** Return to an Order of the House of the 16th February, 1914, for a copy of all correspondence, telegrams, tenders and documents connected in any way with the supplying of coal to the lobster hatchery at Margaree during the years 1910-1911, 1911-1912, 1912-1913 and 1913-1914. Presented March 17, 1914.—*Mr. Chisholm (Antigonish)*.  
*Not printed.*
- 207.** Return to an Order of the House of the 16th February, 1914, for a copy of the charges made against Mrs. Marguerite Fair, postmistress of Black Cape, Quebec, on which Mr. Louis Taché of Rimouski, was authorized to hold an investigation, together with the appeal of said investigation, if any was held. Presented March 17, 1914.—*Mr. Marcell (Bonaventure)* .....*Not printed.*
- 208.** Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, papers, documents, reports, &c., in connection with the proposed increase of mail service from Shelburne, N.S., to Jordan Bay and Jordan Ferry and return since October 1, 1911. Presented March 17, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*
- 209.** Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence between the Post Office Department, or any official thereof, and any person or persons, concerning the installation of street letter boxes in the village of Chesley, in the riding of South Bruce. Presented March 17, 1912.—*Mr. Graham*.....*Not printed.*
- 210.** Report of the Commission of Conservation of Canada on the Trent Watershed Survey, a reconnaissance by C. D. Howe, Ph.D., and J. H. White, B.A., B.Sc. F., with an introductory discussion by B. E. Fernow, LL.D. Presented by Hon. Mr. Borden, March 19, 1914 .....*Not printed.*
- 210a.** Conservation of coal in Canada. Report of Commission of Conservation.—(*Senate*).  
*Not printed.*
- 211.** Copy of evidence taken before Mr. William Henry Moore, the commissioner appointed to inquire into certain charges against Mr. Frank Fairen, store keeper on the Trent Canal, sentation in the Senate, of the Western provinces of Canada. Presented by Hon. Mr. Borden, March 19, 1914 .....*Not printed.*
- 212.** Copy of the opinion of the Deputy Minister of Justice on the subject of increased representation in the Senate, of the Western provinces of Canada. Presented by Hon. Mr. Borden, March 19, 1914 .....*Not printed.*
- 212a.** Copy of a resolution of the Legislative Assembly of the Province of British Columbia, approved by His Honour the Lieutenant Governor in Council, in which application is made to the Federal Government to increase the number of senators for the said province. Presented by Hon. Mr. Borden, March 19, 1914.....*Not printed.*
- 212b.** Copy of opinion of the Assistant Deputy Minister of Justice on the subject of increased representation in the Senate, of the prairie provinces of Canada. Presented by Hon. Mr. Borden, March 23, 1914.....*Not printed.*
- 213.** Return to an Order of the House of the 9th March, 1914, for a copy of all papers and correspondence in the Department of Customs regarding the entry of a boring mill at Lethbridge, Alberta, shipped in August, 1913, by John Stirk and Company, and billed to the Lethbridge Iron Works. Presented March 20, 1914.—*Mr. Buchanan* .  
*Not printed.*
- 214.** Return to an Order of the House of the 16th March, 1914, for a copy of a petition dated the 9th of July, 1911, signed by Etienne Barre, Joseph Trudeau and others, taxpayers of the municipality of Chambly Basin, and addressed to the Minister of Justice, together with a copy of all documents and vouchers attached to said petition, and of all correspondence and other documents relating thereto. Presented March 23, 1914.—*Mr. Lamarche* .....*Not printed.*
- 215.** Return to an Order of the House of the 2nd February, 1914, for a return showing where the D.G. cruiser *Margaret* was built; the names of the builders; the contract price; whether the contract was awarded to the lowest tenderer; the name and address of each tenderer and amount of each tender; if the Government or any department thereof has contracted for any other vessel or vessels during the past eighteen months; and if so, the number of such vessels, the names and addresses of the contractors, the gross tonnage of each and the contract price, and the service for which they were intended. Presented March 23, 1914.—*Mr. Sinclair*.....*Not printed.*
- 216.** Return to an Order of the House of the 2nd March, 1914, for a copy of all letters, telegrams or other correspondence in connection with the seizure of eleven (11) horses belonging to Mr. John M. Ferguson, Kaleida, Manitoba, on or about the 28th day of March, 1912. Presented March 24, 1914.—*Mr. Turriff*.....*Not printed.*
- 217.** Return to an Order of the House of the 4th February, 1914, for a return showing the quantities and values of potatoes imported monthly into Canada during the years 1911, 1912 and 1913, and the countries from which such potatoes were imported. Presented March 25, 1914.—*Mr. Hughes (Kings, P.E.I.)*.....*Not printed.*

## CONTENTS OF VOLUME 28—Continued.

- 217a. Return to an Order of the House of the 2nd February, 1914, for a return showing the quantities and values of potatoes exported monthly from each province of Canada, from September 1, 1911, to January 1, 1914, and the countries to which the same were exported. Presented March 25, 1914.—*Mr. Carvell* .....Not printed.
218. Return to an Order of the House of the 12th March, 1914, for a return showing how many colonels, honorary colonels, lieutenant-colonels, honorary lieutenant-colonels, and other officers, honorary and otherwise, have been appointed by the Minister of Militia and Defence from October, 1911, to the present time. Presented March 25, 1914.—*Mr. Hughes (Kings, P.E.I.)*.....Not printed.
- 218a. Return to an Order of the House of the 11th February, 1914, for a return showing the number of honorary appointments to military rank which have been made by, or with the approval of, the present Minister of Militia and Defence since he assumed office, giving the names of the persons so appointed, and the rank of each. Presented April 1, 1914.—*Mr. Murphy* .....Not printed.
219. Kitsilano Indian reserve—relating to the purchase of by the Government of the Dominion of Canada from the Province of British Columbia.—(*Senate*).....Not printed.
220. Return to an Address to His Royal Highness the Governor General of the 9th March, 1914, for a copy of all papers, documents, Orders in Council, correspondence, &c., in reference to the suspension of Mr. Joseph McGillis of the Department of Customs, Ottawa. Presented March 27, 1914.—*Mr. Maclean (Halifax)*.....Not printed.
221. Return to an Order of the House of the 2nd February, 1914, for a return showing the names of all parties who have been employed at the Experimental Farm at Ste. Anne de la Pocatière during the years 1912 and 1913, and the salary and fees paid to each of them. Presented March 30, 1914.—*Mr. Lapointe (Kamouraska)*.....Not printed.
222. Return to an Order of the House of the 9th February, 1914, for a return showing the total number of veterinary inspectors employed by the Government in the slaughter houses of the country; how they are distributed in each Province; the names of the establishments they are connected with, and the number of officers in each of them; if the Government employ some others to supervise the health of the herds on the farms besides the veterinary inspectors connected with the slaughter houses; the number of them, and how they are distributed in each Province; the number of herds of both cattle and hogs that have been submitted to inspection during the years 1911, 1912 and 1913; the number of animals in each Province slaughtered after tuberculosis was found in them; if the Government paid indemnities to the owners on account of such slaughtering, and if so, the amount in each Province; the respective salaries of the veterinary inspectors employed in the slaughter houses; the working hours of those officers; the respective salaries paid to the veterinary inspectors employed for other purposes; the amount of the expenses of that branch of the Department of Agriculture for the years 1911, 1912 and 1913 for internal management, such as salaries, and the salaries and expenses for each of the Provinces. Presented March 30, 1914.—*Mr. Boyer*.  
Not printed.
223. Return to an Order of the House of the 23rd February, 1914, for a copy of the report of George Lafontaine, received by the Department of Agriculture during the present fiscal year, relating to the manufacture of chemical manure. Presented March 30, 1914.—*Mr. Boulay* .....Not printed.
224. Return to an Order of the House of the 16th February, 1914, for a return showing.—  
1. Whether the Postmaster General has given a contract for rural parcel boxes; and, if so, to whom?  
2. Whether tenders for the boxes were asked?  
3. From whom tenders were received?  
4. The price, if any, of the different tenders?  
5. How many boxes were ordered, and at what price?  
6. Whether the Postmaster General, since he came into office, has made a contract for rural mail boxes, and, if so, when?  
7. The amount of the contract?  
8. Who the tenderers were, and the price, if any, of the different tenders?  
9. Who received the contract, and the price paid per box?  
10. How many boxes, if any, were ordered? Presented March 31, 1914.—*Mr. Nesbitt* ..... Not printed.
225. Return to an Order of the House of the 23rd March, 1914, for a return showing the rates of interest paid on all Dominion loans from 1890 to 1914. Presented March 31, 1914.—*Mr. Pardee*.....Not printed.
226. Return to an Address to His Royal Highness the Governor General, of the 9th March, 1914, for a copy of all correspondence since October, 1911, between the Government of Canada, represented by the Department of Marine and Fisheries, of the one part, and the Government of the United Kingdom, the Government of the United States, or any other Government, of the other part, relating to steam trawling in Atlantic waters. Presented March 31, 1914.—*Mr. Sinclair*.....Not printed.

## CONTENTS OF VOLUME 28—Continued.

- 227.** Return to an Order of the House of the 11th February, 1914, for a copy of all letters, telegrams, and written requests during the years 1912 and 1913, addressed to the Department of Marine and Fisheries, or the Department of Naval Affairs, or any officer of either Department, or Marine branches of said department, or any officer or persons of either branch, by any person or persons, relating to proposals or requests that the vessels or any vessel under the control of the Naval Branch of said Department, should be present at any regatta or celebration of any description held anywhere on the Atlantic or Pacific Coasts of Canada during said years; also of all replies to such letters, telegrams and written requests. Presented March 31, 1914.—*Mr. Law* .....*Not printed.*
- 228.** Return to an Order of the House of the 9th March, 1914, for a copy of all correspondence, memoranda and other documents relating to the moral, mental and physical inspection of all immigrants entering Canada. Presented April 1, 1914.—*Mr. Paquet*.  
.....*Not printed.*
- 229.** Return to an Order of the House of the 16th March, 1914, for a copy of all orders, reports, applications, letters, telegrams and other documents connected with or in any manner relating to the retirement of Amasa E. Killam, an official of the Intercolonial Railway, from the employment of the said railway, and to his claim for a retiring allowance, under the provisions of the Intercolonial and Prince Edward Island Railway Employees' Provident Fund Act; and also of all letters showing the date of his beginning work in the service of the said railway and of his appointment to a position in the employ of said railway on the first of April, 1897, or at any other date. Also a copy of all instructions and letters from the then Minister of Railways to the general manager or to any other official of the Intercolonial, relating to engagement or employment of the said Amasa E. Killam, and of all letters, correspondence, instructions, reports, or other documents in any way relating thereto and to the engagement of the said Amasa E. Killam, during the month of March, 1897, to take the position of bridge and building inspector on the Intercolonial Railway, to commence work on the first day of April, 1897. Presented April 1, 1914.—*Mr. Emmerson*.....*Not printed.*
- 230.** Return to an Order of the House of the 23rd February, 1914, for a copy of all letters, papers and other documents relating to the payments made at Skinners Cove, Pictou County, for purchase of land or other rights in the year 1913. Presented April 2, 1914.—*Mr. Macdonald* .....*Not printed.*
- 231.** Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, correspondence, telegrams, letters, pay rolls, accounts and vouchers in any way referring to the expenditure of money by this Government for the public wharf at Whycoomagh. Presented April 2, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 231a.** Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, advertisements, tenders, bids, contracts, reports, vouchers, accounts, receipts, correspondence, &c., in connection with the construction of a wharf at Felzen South, Lunenburg County, N.S., now under construction or recently completed. Presented April 2, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*
- 231b.** Return to an Order of the House of the 4th March, 1914, for a return showing:—  
1. How much money was expended on the repairs to the wharf at South Gut, Victoria County, during the summer of 1913?  
2. How much on labour and how much on material, respectively?  
3. Who was the foreman, by whom recommended, and his rate of wages per day?  
4. How many days he was employed as foreman?  
5. How many men he had working for him on the wharf each day, and the wages paid each man?  
6. How much was paid for material for the repairs, and where it was obtained?  
7. From whom the material was purchased, the nature of it, and the price paid per foot?  
8. Who was the paymaster on this work and when the men were paid? Presented April 2, 1914.—*Mr. McKenzie*.....*Not printed.*
- 231c.** Return to an Order of the House of the 9th February, 1914, for a return showing the amount expended by the Government on wharfs, breakwaters, public works and dredging in the County of Yarmouth since October 11, 1911; and to whom the amounts so expended were paid. Presented April 2, 1914.—*Mr. Law*.....*Not printed.*
- 231d.** Return to an Order of the House of the 4th March, 1914, for a return showing:—  
1. How much money was expended on repairs to the Englishtown wharf, County of Victoria, in the summer of 1913?  
2. How much on labour and how much on material, respectively?  
3. Who was the foreman, by whom he was recommended, and his rate of wages per day?  
4. How many days he was employed as foreman?  
5. How many men he had working for him on the wharf each day, and the wages paid each man?

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6. From whom the material was purchased, of what it consisted, and the price paid per foot?  
 7. Who was the paymaster on this work, and when the men were paid?  
 8. When the work was begun and when completed? Presented April 2, 1914.—  
*Mr. McKenzie* ..... *Not printed.*
- 231e.** Return to an Order of the House of the 16th February, 1913, for a copy of all letters, telegrams, correspondence, pay-rolls, vouchers and documents of all kinds connected in any way with repairs or extension of wharf at Finlay Point, Mabou, Inverness County, during the year 1910-1911. Presented April 2, 1914.—*Mr. Chisholm (Inverness)* ..... *Not printed.*
- 231f.** Return to an Order of the House of the 4th March, 1914, for a return showing the amount of timber used and the price paid for same in renewing and repairing the wharf at Port Clyde, Shelburne County, N.S.; the amount of wages paid on same, and to whom; and the number and price of ballast poles used in the above work. Presented April 2, 1914.—*Mr. Law* ..... *Not printed.*
- 231g.** Return to an Order of the House of the 12th May, 1913, for a copy of all papers, telegrams, documents, reports, correspondence, &c., in any way relating to a proposed extension of a wharf or the construction of a new wharf at Finlay Point, Inverness County, N.S. Presented April 2, 1914.—*Mr. Chisholm (Inverness)* ..... *Not printed.*
- 231h.** Return to an Order of the House of the 26th May, 1913, for a copy of all papers, letters and documents relating to the building of a wharf in the town of L'Assomption. Presented April 2, 1914.—*Mr. Seguin* ..... *Not printed.*
- 231i.** Return to an Address of the 19th May, 1913, to His Excellency the Administrator for a copy of all papers, tenders, contracts, accounts, and Orders in Council, between the Department of Public Works and any other person or persons, relating to the purchase of a site for the public wharf being erected or recently erected at Bear River, N.S., and also relating to the construction of said wharf, and anything in connection therewith. Presented April 2, 1914.—*Mr. Maclean (Halifax)* ..... *Not printed.*
- 231j.** Return to an Order of the House of the 31st March, 1913, for a copy of all papers, documents, correspondence, &c., relating to the purchase of a property at Centreville, Shelburne County, Nova Scotia, as a site for a public wharf, and in connection with any monies expended on the McGray property at Centreville, upon the public wharf. Presented April 2, 1914.—*Mr. Kyte* ..... *Not printed.*
- 231k.** Return to an Order of the House of the 9th March, 1914, for a copy of all correspondence, letters, telegrams, notes, requests, &c., addressed to the Department or the Minister of Public Works, directly or indirectly, in connection with the work necessary for the completion of the wharf at Sainte Croix, County of Lotbinière, since the 21st of September, 1911, to date. Presented April 16, 1914.—*Mr. Fortier* ..... *Not printed.*
- 231l.** Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, petitions, memorials, letters, reports, and telegrams, in the Department of Public Works, or in any of the Departments of the Government, relating to a proposed wharf or breakwater at Little Cape, and Great Shemogue Harbour, Westmorland County, N.B.; also of all correspondence, letters and telegrams exchanged between any member of the Government and M. G. Siddal, or any other persons or corporations, relating to a proposal or application to construct a wharf or breakwater at Little Cape or Great Shemogue Harbour in Westmorland County, N.B., or in connection with having a survey made in connection with any such proposal. Presented April 17, 1914.—*Mr. Emmer-son* ..... *Not printed.*
- 231m.** Return to an Order of the House of the 9th February, 1914, for a copy of all reports, memoranda, correspondence and documents of every nature, relating to the construction of a wharf in the town of L'Assomption, and of all petitions and correspondence in favour or against such construction to date, and the reasons why the construction of such wharf, authorized in the estimates of 1911-1912, has not been proceeded with. Presented April 17, 1914.—*Mr. Seguin* ..... *Not printed.*
- 231n.** Return to an Order of the House of the 16th March, 1914, for a copy of all accounts, vouchers, pay-rolls, instructions, correspondence and recommendations relating to the expenditure on the public wharf at Arichat, N.S., since the 11th day of October, 1911. Presented April 30, 1914.—*Mr. Kyte* ..... *Not printed.*
- 231o.** Return to an Order of the House of the 16th February, 1914, for a copy of all tenders, contracts, memorandums, pay-rolls, accounts, vouchers, correspondence, papers and documents, &c., in connection with work performed upon the Government wharf at Croft's Cove, Lunenburg County, in 1912. Presented April 30, 1914.—*Mr. Maclean (Halifax)* ..... *Not printed.*
- 231p.** Return to an Order of the House of the 9th March, 1914, for a copy of all correspondence, letters, telegrams, petitions and other documents relating to the claim of the Bonaventure and Gloucester Interprovincial Company, Limited, in connection with a wharf on Bonaventure river, Bonaventure County. Presented April 30, 1914.—*Mr. Sevigny*.  
*Not printed.*



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- 231q.** Supplementary Return to an Order of the House of the 9th March, 1914, for a copy of all correspondence, letters, telegrams, notes, requests, &c., addressed to the Department or the Minister of Public Works, directly or indirectly, in connection with the work necessary for the completion of the wharf at Sainte Croix, County of Lotbinière, since the 21st September, 1911, to date. Presented April 30, 1914.—*Mr. Fortier*.....*Not printed.*
- 231r.** Return to an Order of the House of the 2nd February, 1914, for a copy of all tenders, contracts, pay rolls, vouchers, documents, correspondence, &c., in connection with the purchase of a site for the Government wharf at Bear River, N.S., and the construction of the said wharf. Presented April 30, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 231s.** Return to an Order of the House of the 9th March, 1914, for a return showing:—  
 1. How much was spent upon Hall's Harbour wharf, Kings County, N.S., in 1913?  
 2. The name of the commissioner or foreman, by whom he was recommended, and his remuneration?  
 3. How much lumber was used upon the said wharf during 1913, from whom the same was purchased, and the price paid for the various forms thereof. Presented April 30, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 231t.** Return to an Order of the House of the 16th February, 1914, for a copy of the pay-list, including the names and residences, of all those who have worked at the wharf of L'Île Verte, County of Témiscouata; the number of days of employment of each of them; the amount received by each of them; who has or have signed the receipt or receipts for said amounts, in connection with the works which have been going on during the summer of 1912 and during the summer of 1913. Presented April 30, 1914.—*Mr. Gauvreau*.....*Not printed.*
- 231u.** Return to an Order of the House of the 16th February, 1914, for a copy of the pay-list, including the names and residences, of the men who have worked on the wharf to the west of Rivière-Verte, Témiscouata; the number of days' work of each of them; the amount of money received by each of them; who has or have signed the receipt or receipts for said amounts on said pay-list or otherwise, the whole for: (1o) 1912; (2o) 1913. Presented May 4, 1914.—*Mr. Gauvreau*.....*Not printed.*
- 231v.** Further Supplementary Return to an Order of the House of the 9th March, 1914, for a copy of all correspondence letters, telegrams, notes, requests, &c., addressed to the Department or the Minister of Public Works, directly or indirectly, in connection with the work necessary for the completion of the wharf at Sainte Croix, County of Lotbinière, since the 21st of September, 1911, to date. Presented May 4, 1914.—*Mr. Fortier*.....*Not printed.*
- 231w.** Return to an Order of the House of the 30th March, 1914, for a copy of all letters and telegrams addressed by G. A. R. Rowlings and J. S. Wells to the Department of Public Works, or the Minister, since October 1, 1911, relating to the construction of a public wharf at Cole Harbour, Guysborough County, N.S., and of all replies thereto. Presented May 12, 1914.—*Mr. Sinclair*.....*Not printed.*
- 231x.** Return to an Order of the House of the 16th February, 1914, for a copy of all letters, telegrams and correspondence of all kinds in any way relating to repairs required on the pier at Margaree Harbour, Inverness County, received in 1912-1913 and 1913-1914. Presented May 12, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*
- 231y.** Return to an Order of the House of the 27th April, 1914, for a copy of all correspondence, pay-rolls, accounts, receipts, vouchers and papers relating to the construction of Feltzen South wharf, Lunenburg County, N.S. Presented May 16, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 231z.** Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, correspondence, telegrams, letters, pay-rolls, accounts and vouchers in any way referring to the expenditure of money by this Government for the building and repair of the public wharf at Port Hood. Presented May 16, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*
- 231 (2a).** Return to an Order of the House of the 4th May, 1914, for a copy of all correspondence, telegrams, complaints, pay-rolls, vouchers and all other documents in any way connected with the expenditure of \$500 during the year 1913 on Finlay Point wharf, Inverness County. Presented May 16, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*
- 231 (2b).** Return to an Order of the House of the 6th April, 1914, for a copy of all correspondence, letters, telegrams, petitions and recommendations relating to the wharf at Arichat, N.S., to be used by SS. *Magdalen*. Presented May 29, 1914.—*Mr. Kyte*.....*Not printed.*
- 231 (2c).** Return to an Order of the House of the 9th March, 1914, for a return showing:—  
 1. How much money was spent upon Kingsport Pier, Kings County, N.S., during the year 1913?  
 2. The name of the foreman or commissioner, by whom he was recommended, and the remuneration paid him?  
 3. How much lumber was purchased and used for said pier, from whom it was purchased, and the particulars of the prices paid therefor?  
 4. What was done with the lumber or piling taken out of said pier, and if the same was sold, to whom and at what price? Presented May 29, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

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- 231** (2*d*). Return to an Order of the House of the 27th April, 1914, for a copy of all correspondence, pay-rolls, accounts, receipts, vouchers and papers relating to the construction of Kraut Point wharf, Lunenburg County, N.S. Presented June 12, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*
- 232**. Return to an Order of the House of the 4th March, 1914, for a return showing:—  
 1. How much money has been expended in public works in the Counties of Rimouski and Gaspé, respectively, since October 11, 1911.  
 2. How much of the money so expended was provided for in the estimates of 1911-1912?  
 3. What amount was expended on the works for which money was not included in the estimates of 1911-1912? Presented April 2, 1914.—*Mr. Marcil (Bonaventure)*.  
*Not printed.*
- 232a**. Return to an Order of the House of the 23rd February, 1914, for a return showing how much money has been expended on public works in Antigonish County since October 11, 1911.  
 2. How much of the amount so expended was provided in the estimates for 1911-1912?  
 3. What amount, not included in the estimates for 1911-1912, was expended on public works in said county? Presented April 2, 1914.—*Mr. Chisholm (Antigonish)*.
- 232b**. Return to an Order of the House of the 9th February, 1914, for a copy of all papers, reports, documents, correspondence, plans, &c., in reference to a proposed Government public building at Bear River, N.S., and the purchase of a site for the same. Presented April 2, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*
- 232c**. Return to an Order of the House of the 9th April, 1913, for a copy of all charges, correspondence, pay-rolls, telegrams and other documents relating in any way to the expenditure of money on the harbour improvements at Mabou Harbour by the Department of Public Works, during the years 1911-12, 1912-13. Presented April 2, 1914.—*Mr. Chisholm (Inverness)* .....*Not printed.*
- 232d**. Return to an Order of the House of the 28th May, 1913, was issued to the proper officer for a copy of the specifications and tenders for materials to be used in connection with the proposed dry dock at Lauzon, Quebec. Presented April 2, 1914.—*Mr. Lemieux*.  
*Not printed.*
- 232e**. Return to an Order of the House of the 3rd March, 1913, for a copy of all documents, letters, reports of engineers and statements of detailed expenditure in connection with dredging at Bonaventure River, Quebec. Presented April 2, 1914.—*Mr. Marcil (Bonaventure)* .....*Not printed.*
- 232f**. Return to an Order of the House of the 3rd March, 1913, for a copy of all petitions, correspondence, reports or other papers or documents in the Department of Public Works relating to the building of a breakwater at Goultman's Point, Half Island Cove, Guysboro' County, N.S. Presented April 2, 1914.—*Mr. Sinclair* .....*Not printed.*
- 232g**. Return to an Order of the House of the 16th February, 1914, for a copy of all letters, telegrams, correspondence and documents of all kinds in any way relating to a lighthouse to be built at Red Cape, Margaree Harbour, Inverness County. Presented April 7, 1914.—*Mr. Chisholm (Inverness)* .....*Not printed.*
- 232h**. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, documents, telegrams, correspondence, &c., in reference to the purchase of a site in Saskatoon for a post office building. Presented April 16, 1914.—*Mr. McCrancy*.  
*Not printed.*
- 232i**. Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, reports, petitions and documents exchanged by and with the Department of Public Works since the 1st of September, 1911, to date, with the reasons why the construction of the public building, authorized in the town of St. Lin Des Laurentides, County of L'Assomption, as per the estimates of 1911-1912, has not been proceeded with. Presented April 17, 1914.—*Mr. Seguin* .....*Not printed.*
- 232j**. Return to an Order of the House of the 2nd February, 1914, for all correspondence, reports and documents exchanged by and with the Department of Public Works from October, 1911, to date, regarding the non-erection of the public building authorized to be erected at New Carlisle, the county seat of Bonaventure County, in the estimates of 1911-1912. Presented April 17, 1914.—*Mr. Marcil (Bonaventure)* .....*Not printed.*
- 232k**. Return to an Order of the House of the 2nd February, 1914, for a return showing the names of all persons who worked on Lingan Bar, South Cape Breton, under Superintendent H. D. McLean, the wages paid to each per diem, the amount paid each or payable to each, and showing generally how the amount voted for such work was expended, and the amount received by H. D. McLean in connection with said work. Presented April 17, 1914.—*Mr. Carroll* .....*Not printed.*

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- 232l.** Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, advertisements, tenders, contracts, papers, telegrams, correspondence, returns, reports, accounts, vouchers, receipts, &c., in connection with any dredging performed by the Nova Scotia Dredging Company, or any other company, corporation or individuals, at Jeddore, Halifax County, N.S., in the years 1912 and 1913. Presented April 17, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 232m.** Return to an Order of the House of the 12th May, 1913, for a copy of all papers, telegrams, documents, reports, correspondence, pay-rolls, &c., in any way relating to a life-saving station which was constructed at Cheticamp, during 1912. Presented April 28, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*
- 232n.** Return to an Order of the House of the 12th March, 1914, for a return showing:—  
 1. What firms or persons are or have been engaged in dredging for the Government in the harbour of St. John and upon the St. John river and its tributaries since October 1, 1911.  
 2. What amount has been paid to each firm or person for this work from October 1, 1911, to the present time?  
 3. Who are the officers, president, manager and secretary of each of these corporations? Presented April 30, 1914.—*Mr. Carvell*.....*Not printed.*
- 232o.** Return to an Order of the House of the 16th February, 1914, for a copy of all documents bearing on the repairing and improvement of the Metapedia Road in the Counties of Rimouski and Bonaventure. Presented April 30, 1914.—*Mr. Marcell (Bonaventure)*,  
*Not printed.*
- 232p.** Return to an Order of the House of the 12th March, 1914, for a return showing:—  
 1. What tug boats, steam or gasoline tenders, have been employed by the Government since September 21, 1911, in connection with the dredging operations in St. John harbour and in the River St. John and its tributaries?  
 2. Who are the registered owners of these boats and from whom each is hired?  
 3. The sum paid per day for each tug boat or tender and how many days each has worked in the period referred to.  
 4. What amount of money has been paid for the service of each boat in the period referred to and to whom it has been paid. Presented April 30, 1914.—*Mr. Carvell*,  
*Not printed.*
- 232q.** Return to an Order of the House of the 9th March, 1914, for a return showing the details as to the nature of the work concerning the damming of the Chateauguay river, the number of men employed, their names, the wages paid in each case and the period of their employment during the calendar year 1913. Presented April 30, 1914.—*Mr. Lemieux*.....*Not printed.*
- 232r.** Return to an Order of the House of the 16th March, 1914, for a copy of all letters, telegrams, correspondence, reports, petitions, and communications filed in the Department of Public Works since 1910, relating to the dredging of Antigonish harbour, or the straightening or widening of the channel, or other improvements proposed to be made there. Presented April 30, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*
- 232s.** Return to an Order of the House of the 23rd March, 1914, for a copy of all letters, papers and other documents relative to the purchase of a lot of land in the town of Stellarton, for a public building. Presented April 30, 1914.—*Mr. Macdonald*.....*Not printed.*
- 232t.** Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, correspondence, telegrams, letters, pay-rolls, accounts, and vouchers in any way referring to the expenditure of money by this Government in the construction of the new telegraph or telephone line from Baddeck, Victoria County, N.S., to North East Margaree, Inverness County, N.S., thence to Big Intervale, Inverness County, N.S., and also in connection with the lines from South West Margaree to Loch Ban, and from Scotsville to Whyecomagh, all in Inverness County, N.S. Presented May 4, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*
- 232u.** Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, documents, telegrams, correspondence, &c., in reference to the purchase of a property or site on Gottingen street, Halifax, for the erection of a post office building. Presented May 4, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 232v.** Return to an Order of the House of the 16th March, 1914, for a return showing all payments made in the year 1913 in connection with repairs done to, or moneys expended on, the Blue Rock breakwater in Antigonish County, with the names of the persons to whom such payments were made, the amount paid to each, and what such amounts were for. Presented May 4, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*
- 232w.** Return to an Order of the House of the 9th March, 1914, for a copy of all papers, documents, correspondence, &c., from any person or persons in connection with the purchase of the site for the post office at Canning, N.S. Presented May 4, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

## CONTENTS OF VOLUME 28—Continued.

- 232x.** Return to an Order of the House of the 2nd February, 1914, for a copy of all tenders received for the construction of a lighthouse at Grand Anse, Gloucester County, N.B., and of the contract awarded. Presented May 5, 1914.—*Mr. Turgeon*. . . . .*Not printed.*
- 232y.** Return to an Order of the House of the 16th February, 1914, for a copy of all papers, letters, telegrams, reports, deeds, fees paid to lawyers, and other documents relative to the purchasing of land from Mrs. C. F. Bertrand and Arthemise Dionne, in connection with the works on the southwest side of Rivière-Verte, l'Islet, County of Témiscouata. Presented May 5, 1914.—*Mr. Gauvreau* . . . . .*Not printed.*
- 232z.** Return to an Order of the House of the 20th April, 1914, for a copy of all correspondence between the Minister of Public Works, the Minister of Justice, or any other member of the Government, and any person or persons, relating to the location and erection of the new post office in the village of Eganville, County of Renfrew. Presented May 5, 1914.—*Mr. Graham* . . . . .*Not printed.*
- 232 (2a).** Return to an Order of the House of the 16th March, 1914, for a copy of all correspondence, documents, recommendations and reports, respecting the dredging of Des Prairies river, the work done, depth, length and width of channel dredged, the list of men employed to perform that work, their salaries respectively, and the amount of money spent on that work since the 22nd of November, 1912, up to the 2nd of February, 1914. Presented May 7, 1914.—*Mr. Wilson (Laval)* . . . . .*Not printed.*
- 232 (2b).** Return to an Order of the House of the 6th April, 1914, for a copy of all letters, telegrams, correspondence, complaints, bills, accounts, vouchers, receipts and any documents in any way connected with the expenditure of money at Friar's Head Boat Harbour by Simon P. Doucet, during the years 1912-13, 1913-14. Presented May 7, 1914.—*Mr. Chisholm (Inverness)* . . . . .*Not printed.*
- 232 (2c).** Return to an Order of the House of the 16th February, 1914, for a copy of all papers in connection with the public building at Gravelburg, from and since January 1, 1912. Presented May 7, 1914.—*Mr. Knowles* . . . . .*Not printed.*
- 232 (2d).** Return to an Order of the House of the 23rd March, 1914, for a copy of all specifications and of all tenders pertaining to the Brantford public building now being erected, and of the contract awarded, and of all correspondence, whether by letter or telegram, with reference thereto. Presented May 7, 1914.—*Mr. Nesbitt*. . . . .*Not printed.*
- 232 (2e).** Return to an Address to His Royal Highness the Governor General of the 9th February, 1914, for a copy of all correspondence, telegrams, petitions and memorials received by the Right Honourable R. L. Borden, Premier of Canada, or any other Minister of the Crown since the first day of October, 1911, from J. A. Gillies, Esq., N.S., or any resident of the County of Richmond, N.S., relative to expenditure of public money on public works in the said County of Richmond. Presented May 8, 1914.—*Mr. Kyte*. . . . .*Not printed.*
- 232 (2f).** Supplementary Return to an Order of the House of the 20th April, 1914, for a copy of all correspondence between the Minister of Public Works, the Minister of Justice or any other member of the Government, and any person or persons, relating to the location and erection of the new post office in the village of Eganville, County of Renfrew. Presented May 8, 1914.—*Mr. Graham* . . . . .*Not printed.*
- 232 (2g).** Return to an Order of the House of the 2nd February, 1914, for a return showing the dredging operations carried on in Bonaventure County in 1913, together with a copy of estimates, reports, and correspondence. Presented May 11, 1914.—*Mr. Marci*. . . . .*Not printed.*
- 232 (2h).** Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence and other documents in reference to the erection of a customs building in the village of Chesley, Riding of South Bruce. Presented May 12, 1914.—*Mr. Truax*. . . . .*Not printed.*
- 232 (2i).** Return to an Order of the House of the 6th April, 1914, for a copy of all accounts and vouchers covering the expenditure during the calendar year 1913 at South Lake, Lakevale, Antigonish County, and showing in detail, the persons to whom such payments were made, what such payments were for, the number of day labourers employed, and the rate of wages, the quantity of material used and the price paid therefor, and the quantity of material hauled to the work and not used, and the persons supplying such material. Presented May 12, 1914.—*Mr. Chisholm (Antigonish)*. . . . .*Not printed.*
- 232 (2j).** Return to an Order of the House of the 23rd February, 1914, for a copy of all letters, papers, telegrams, valuations, appraisals and other documents relative to the obtaining of a site for a public building at Hantsport, Nova Scotia. Presented May 12, 1914.—*Mr. Macdonald* . . . . .*Not printed.*
- 232 (2k).** Return to an Order of the House of the 11th February, 1914, for a copy of all correspondence, letters, telegrams, reports, appraisals and other documents relative to the expropriation of the lands of John Campbell and Albert E. Milligan, in connection with the improvements on the East River at Pictou. Presented May 12, 1914.—*Mr. Macdonald* . . . . .*Not printed.*

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**CONTENTS OF VOLUME 28—Continued.**

- 232 (2i).** Return to an Order of the House of the 16th March, 1914, for a copy of all papers, letters and other documents, including pay-lists relating to the expenditure of moneys by the Public Works Department on Falmouth Township Dyke, Hants County, in 1913. Presented May 12, 1914.—*Mr. Macdonald*.....*Not printed.*
- 232 (2m).** Return to an Order of the House of the 16th March, 1914, for a copy of all accounts, vouchers, pay-rolls, instructions, correspondence and recommendations relating to the expenditure on the public building at Arichat, N.S., since the 11th day of October, 1911. Presented May 16, 1914.—*Mr. Kyte* .....*Not printed.*
- 232 (2n).** Return to an Order of the House of the 4th March, 1914, for a copy of all correspondence and other documents in connection with the letting of the construction for the Toronto harbour works. Presented May 16, 1914.—*Mr. Pardee*.....*Not printed.*
- 232 (2o).** Return to an Order of the House of the 2nd February, 1914, for a return showing the nature and cost of works carried on in the County of Bonaventure by the Department of Public Works since October 10, 1911, to date, together with a copy of all reports, estimates, pay-lists, and correspondence in connection therewith. Presented May 27, 1914.—*Mr. Marcil (Bonaventure)* .....*Not printed.*
- 232 (2p).** Return to an Order of the House of the 23rd March, 1914, for a copy of all correspondence, documents, recommendations and reports respecting the dredging at Port Elgin, Westmorland County, N.B., with the names of men employed to perform that work, their salaries, respectively, and the amount of money spent on the same from January 1, 1901, to January 1, 1914. Presented May 27, 1914.—*Mr. Robidoux*.  
*Not printed.*
- 232 (2q).** Further Supplementary Return to an Order of the House of the 20th April, 1914, for a copy of all correspondence between the Minister of Public Works, the Minister of Justice, or any other member of the Government, and any person or persons, relating to the location and erection of the new post office in the village of Eganville, County of Renfrew. Presented May 27, 1914.—*Mr. Graham*.....*Not printed.*
- 232 (2r).** Return to an Order of the House of the 16th February, 1914, for a copy of all papers in connection with the Immigration Hall at Gravelburg, Sask., from and since the 1st January, 1912. Presented June 1, 1914.—*Mr. Knowles*.....*Not printed.*
- 232 (2s).** Return to an Order of the House of the 2nd February, 1914, for a copy of all advertisements, tenders, accounts, vouchers, letters, documents and correspondence relating to the construction of a breakwater at The Graff, Halifax County, N.S. Presented June 2, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*
- 232 (2t).** Return to an Order of the House of the 23rd February, 1914, for a copy of all letters, telegrams, correspondence, contracts and documents relating to the surrender of a contract for dredging in Miramichi Bay, N.B., by Messrs. A. and R. Loggie, and also with reference to the letting of a contract for the same, or any portion of said work, to the Northern Dredging Company; together with a copy of all notices for tenders, tenders and contracts in connection therewith. Presented June 2, 1914.—*Mr. Carvell*.  
*Not printed.*
- 232 (2u).** Return to an Order of the House of the 6th April, 1914, for a copy of all letters, telegrams, documents, papers, &c., in connection with the purchase by the Government of lots 1 and 2, block 125, plan 96, in the city of Moosejaw, for an examining warehouse site. Presented June 2, 1914.—*Mr. Knowles*.....*Not printed.*
- 232 (2v).** Return to an Order of the House of the 16th February, 1914, for a copy of all letters, telegrams, correspondence of all kinds, pay-rolls, vouchers, &c., in any way referring to the expenditure of moneys on sheer dams on the Margaree river, at Margaree and North East Margaree, during 1911-1912 and 1912-1913. Presented June 2, 1914.—*Mr. Chisholm (Inverness)* .....*Not printed.*
- 233.** Return to an Order of the House of the 24th April, 1913, for a return showing what officers and men were employed on the dredge *Northumberland* at Pictou in the months of January, February and March, 1913, and the salaries and wages paid to them respectively; the amounts paid for repairs and supplies respectively, for said dredge during said months and to whom paid respectively. Presented April 2, 1914.—*Mr. Macdonald*.  
*Not printed.*
- 234.** New Lobster Fishery Regulations established by Order in Council of the 25th March, 1914, in lieu of those established by Order in Council of the 30th September, 1910, and all amendments thereto, by virtue of the provisions of Section 51 of the Fisheries Act, chapter 45 of the Revised Statutes of Canada, 1906. Presented by Hon. Mr. Hazen, April 7, 1914 .....*Not printed.*
- 235.** Return to an Order of the House of the 23rd March, 1914, for a return showing:—  
1. How many engineers there are in the employ of the Intercolonial Railway at Moncton and at other points on that railway, and their names?  
2. How many were formerly in the employ of the Canadian Pacific Railway Company?  
3. Whether Martin Murphy, C.E., is employed in the service of that railway. If so, when he was employed and what his age is? Presented April 7, 1914.—*Mr. Emmerson* .....*Not printed.*

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**CONTENTS OF VOLUME 28—Continued.**

- 236.** Return to an Order of the House of the 30th March, 1914, for a return showing the travelling expenses paid by the Government to the Honourable Rodolphe Roy, Judge of the Superior Court at Rimouski, during the years 1912-1913 and 1914, for trips from Quebec to Rimouski and return. Presented April 8, 1914.—*Mr. Boulay*.....*Not printed.*
- 237.** Return to an Order of the House of the 23rd March, 1914, for a return showing:—  
 1. The names of the lawyers who represented the Department of Justice in the district of Quebec, since the 21st September, 1911.  
 2. The amount of money paid to each of them. Presented April 8, 1914.—*Mr. Lapointe (Kamouraska)* .....*Not printed.*
- 238.** Return to an Order of the House of the 4th February, 1914, for a copy of all letters, telegrams and documents generally concerning the withdrawal of an appeal in the Supreme Court of Canada, in the case of His Majesty the King, appellant, and Alfred Olivier Falardeau and Constant Napoleon Falardeau, respondents. Presented April 8, 1914.—*Mr. Lemieux* .....*Not printed.*
- 239.** Return to an Order of the House of the 16th March, 1914, for a copy of all transfers of lands by the Militia Department to the Harbour Commissioners of Montreal, and of all correspondence with regard to the same. Presented April 15, 1914.—*Mr. Carvell*.  
*Not printed.*
- 240.** Return to an Order of the House of the 2nd March, 1914, for a return showing:—  
 1. The quantities of wheat, by grade, received into the terminal elevators at Fort William and Port Arthur, from the date of the weigh-up in 1910, to date of weigh-up in 1911, the same for 1911-1912, and the same for 1912-1913.  
 2. The quantities, by grade, delivered by each of the said elevators during the same periods.  
 3. The average or shortage, as the case may be, of each grade in each of the said elevators, as shown by the said weigh-ups in each of those above mentioned periods.  
 4. The date of the weigh-up in each case. Presented April 15, 1914.—*Mr. Neely*.  
*Not printed.*
- 241.** Return to an Order of the House of the 2nd March, 1914, for a copy of all rules, orders and regulations, &c., affecting the handling of grain made by the Grain Commission to date, and of any changes made in elevator charges and terms, if any. Presented April 15, 1914.—*Mr. Neely* .....*Not printed.*
- 242.** Return to an Order of the House of the 6th April, 1914, for a copy of the new rules and regulations in regard to employees of the Intercolonial Railway and Prince Edward Island Railways. Presented April 15, 1914.—*Mr. Macdonald*.....*Not printed.*
- 243.** Return to an Address to His Royal Highness the Governor General of the 30th March, 1914, for a copy of all correspondence, petitions, lists of shareholders, Orders in Council, licenses, certificates and other papers and documents, and of all renewals thereof, relating to the incorporation and licensing of the Banque St. Jean, the Banque Ville Marie and the Banque Jacques Cartier, all in the Province of Quebec. Presented April 16, 1914.—*Mr. Demers* .....*Not printed.*
- 243a.** Return to an Address to His Royal Highness the Governor General of the 23rd March, 1914, for a copy of all correspondence, petitions, lists of shareholders, Orders in Council, licenses, certificates and other papers and documents and all renewals thereof, relating to the incorporation and licensing of the Bank of Yarmouth, and of all papers and documents relating to the winding up of the business of the said bank. Presented April 16, 1914.—*Mr. Law*.....*Not printed.*
- 243b.** Return to an Address to His Royal Highness the Governor General, of the 16th March, 1914, for a copy of all correspondence, petitions, lists of shareholders, Orders in Council, licenses, certificates and other papers and documents and all renewals thereof, relating to the incorporation and licensing of the Pictou Bank, and of all papers and documents relating to the winding up of the business of the said bank. Presented April 30, 1914.—*Mr. Macdonald* .....*Not printed.*
- 244.** Return to an Order of the House of the 23rd March, 1914, for a copy of the reports made by Colin F. McKinnon, of Taylor's Road, Antigonish County, Frank A. McEchen, of Inverness, N.S., John A. McDougall of Glace Bay, C.B., J. M. McDonald, of Christmas Island, C.B., William Watkins of Cobourge Road, Halifax, S. P. Fream, of Brighton, Digby County, and J. J. Walker of Truro, N.S., special immigration agents appointed from the Province of Nova Scotia. Presented April 16, 1914.—*Mr. Chisholm (Antigonish)* .....*Not printed.*
- 245.** Return to an Address to His Royal Highness the Governor General of the 4th February, 1914, for a copy of all correspondence and papers generally concerning the proposed changes of the Judicial Committee of the Privy Council. Presented April 16, 1914.—*Mr. Lemieux* .....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

- 246.** Return to an Order of the House of the 2nd March, 1914, for a return giving the following information, as far as may be available, respecting the constitution of Upper Chambers or Senates within the British Empire and in foreign countries, and especially such information in respect of the self-governing Dominions and of foreign countries possessing a federal system of Government:—
1. As to the method of appointment, whether by executive authority or by election by the people, or otherwise.
  2. As to the term of appointment, whether for life or for a term of years, or otherwise.
  3. As to a re-appointment or re-election, and generally as to the filling of vacancies occasioned by death or otherwise.
  4. As to qualifications, whether by age, residence, possession of real or personal property or otherwise.
  5. As to limitation of the membership, and as to the numerical relation of the membership to that of the Lower House.
  6. As to provisions for dissolution, appeal to the electorate, conferences or additional appointments in case of disagreement between the Upper and Lower House.
  7. As to the operation of the various systems in the several Dominions and countries mentioned, and in what respect defects or difficulties have made themselves manifest.
  8. All other relevant information respecting the constitution and status of such Upper Chambers. Presented April 16, 1914.—*Mr. Middlebro.*  
*Printed for sessional papers only.*
- 246a.** Further Supplementary Return to an Order of the House of the 2nd March, 1914, for a return giving the following information, as far as may be available, respecting the constitution of Upper Chambers or Senates within the British Empire and in foreign countries, and especially such information in respect of the self-governing Dominions and of foreign countries possessing a federal system of Government:—
1. As to the method of appointment, whether by executive authority or by election by the people, or otherwise.
  2. As to the term of appointment, whether for life or for a term of years, or otherwise.
  3. As to a re-appointment or re-election, and generally as to the filling of vacancies occasioned by death or otherwise.
  4. As to qualifications, whether by age, residence, possession of real or personal property or otherwise.
  5. As to limitation of the membership, and as to the numerical relation of the membership to that of the Lower House.
  6. As to provisions for dissolution, appeal to the electorate, conferences or additional appointments in case of disagreement between the Upper and Lower Houses.
  7. As to the operation of the various systems in the several Dominions and countries mentioned, and in what respect defects or difficulties have made themselves manifest.
  8. All other relevant information respecting the constitution and status of such Upper Chambers. Presented June 10, 1914.—*Mr. Middlebro.* . . . . .  
*Printed for sessional papers only.*
- 247.** Return to an Order of the House of the 1st April, 1914, for a return showing:—
1. What it has cost the Government for bottled and distilled water in Ottawa since January 1, 1912, to March 1, 1914?
  2. What it is costing the Government per day now for bottled and distilled water? Presented April 16, 1914.—*Mr. ScowSmith.* . . . . .*Not printed.*
- 248.** Return to an Order of the House of the 11th February, 1914, for a copy of all papers, letters, telegrams, reports and other documents relative to the purchase of land from Joseph Fraser, in connection with the works at Cariboo Island, Picotou County, in the Public Works Department. Presented April 16, 1914.—*Mr. Macdonald.* . . . . .*Not printed.*
- 249.** Return to an Order of the House of the 21st May, 1913, for a copy of all correspondence exchanged during the year 1912, between Captain Belanger, commandant of the *Eureka* and the Department of Marine and Fisheries, both at Quebec and Ottawa. Presented April 16, 1914.—*Mr. Boulay* . . . . .*Not printed.*
- 250.** Return to an Order of the House of the 23rd March, 1914, for a return showing:—
1. The names of the wharfingers at Coteau Landing from 1900 to 1914.
  2. The names of the vessels which moored there during that period.
  3. What wharfage each of those vessels paid during that time?
  4. What wharfage a coaler paid for unloading between 1900 and 1912? Presented April 17, 1914.—*Mr. Paquet.* . . . . .*Not printed.*
- 251.** Return to an Order of the House of the 4th March, 1914, for a copy of all correspondence, letters, telegrams and documents in connection with the removal of ice in Yarmouth, N.S., harbour, by C.G.S. *Stanley* in February, 1914. Presented April 21, 1914.—*Mr. Law* . . . . .*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

- 252.** Report of the Royal Commission on Penitentiaries, together with the evidence taken and exhibits filed before the said commission. Presented by Hon. Mr. Doherty, April 22, 1914. (Report only) .....*Printed for distribution and sessional papers.*
- 253.** Return to an Order of the House of the 9th March, 1914, for a return showing:—  
 1. How many professors, lecturers and inspectors the Department of Agriculture has in the Province of Prince Edward Island?  
 2. Their names, the salaries they receive, and the travelling expenses of each.  
 3. The duties of these professors, lecturers and inspectors?  
 4. How many meetings were held or demonstrations given by each of these professors, lecturers and inspectors during the months of March, April, May, June, July, August, September and October last year?  
 5. Where each meeting was held or demonstration given, and how each was advertised?  
 6. How many boxes, baskets and barrels of fruit were inspected last season, and the kinds of fruit so inspected?  
 7. When and where the inspection took place and how many boxes, baskets and barrels were found to be improperly or falsely marked?  
 8. Whether the Department received a resolution or petition from the Fruit Growers' Association of Prince Edward Island.  
 9. If so, what prayer or request the said resolution or petition contained, and what the Department has decided to do in regard to the matter?  
 10. How many cheese and butter factories were operated in each of the counties of Prince Edward Island in the year 1910 and how many in the year 1913. Presented April 22, 1914.—*Mr. Hughes (P.E.I.)*.....*Not printed.*
- 254.** Return to an Order of the House of the 26th February, for a return showing:—The freight rates charged during the years 1912 and 1913 on wheat from Fort William or Port Arthur to ports on the Georgian Bay and Canadian ports on Lake Huron and Lake Erie, by the Canadian Pacific Steamship Line, the Northern Navigation Company, the Merchant's Mutual Line, Inland Lines, and the Canadian Lake Line. Presented April 24, 1914.—*Mr. Atkins* .....*Not printed.*
- 255.** Return to an Order of the House of the 23rd March, 1914, for a copy of all letters, papers, telegrams, recommendations and documents of every kind in connection with the purchase of a Rifle Range near Souris, Prince Edward Island. Presented April 27, 1914.—*Mr. Hughes (P.E.I.)*.....*Not printed.*
- 256.** Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, advertisements, tenders, bids, contracts, telegrams, correspondence, accounts, receipts, vouchers, &c., in reference to the supply of meats, hay, oats, and all other supplies for the 1913 summer and autumn drill at Aldershot Camp, Nova Scotia. Presented April 27, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 256a.** Return to an Order of the House of the 30th March, 1914, for a copy of all advertisements, tenders, contracts, documents, papers, &c., relative to the supply of ice for the Aldershot Military Camp, N.S., for the season of 1914. Presented May 29, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*
- 257.** Return to an Order of the House of the 1st April, 1914, for a Return showing:—  
 1. The total amount paid for pensions by the Department of Militia and Defence for the year ending March 31, 1913.  
 2. The number of militia officers at present on the pay-roll of the permanent corps.  
 3. How many private soldiers are at present on the pay-roll of the permanent force?  
 4. How many private soldiers joined the force during 1913?  
 5. How many deserted during 1913?  
 6. The gross amount expended by the Department of Militia and Defence for the salaries of officers and officials of every kind in the employ of the Department at Ottawa or elsewhere during the fiscal year 1912-1913.  
 7. The gross amount paid out for services to the private soldiers of the permanent corps during the said year 1912-1913. Presented April 27, 1914.—*Mr. Sinclair*.....*Not printed.*
- 258.** Return to an Order of the House of the 4th February, 1914, for a copy of all letters, telegrams, &c., exchanged between the Department of Militia and Messrs. A. Macdonald, E. Montpetit and others, in connection with the organization of the 33rd Hussars, at Vaudreuil and Soulanges. Presented April 27, 1914.—*Mr. Boyer*.....*Not printed.*
- 259.** Return to an Order of the House of the 9th March, 1914, for a copy of all letters, telegrams, reports, and other correspondence, in possession of the Department of Militia and Defence, relating to the purchase of land in Farnham, Quebec, for a military camp ground. Presented April 27, 1914.—*Mr. Kay*.....*Not printed.*
- 260.** Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence between the Department of Agriculture or the Department of Customs and C. S. Campbell, Esq., K.C., relating to the importation of pure-bred animals into Canada. Presented April 27, 1914.—*Mr. Kay* .....*Not printed.*



CONTENTS OF VOLUME 28—*Continued.*

- 261.** Return to an Order of the House of the 2nd March, 1914, for a copy of all correspondence, letters, telegrams, and other documents relative to the immigration of Asiatics, including Hindus, Japanese and Chinese, which have a bearing either directly or indirectly upon the Order in Council passed by the Government during December, 1913, restricting immigration into the Province of British Columbia. Presented April 27, 1914.—*Mr. Oliver* ..... *Not printed.*
- 262.** Return to an Address to His Royal Highness the Governor General of the 30th March, 1914, for a copy in duplicate of all leases, agreements, correspondence, Orders in Council and other documents relating to the water-power or privileges connected with the Stevens Dam, so called, that had been constructed across the River Trent at the village of Campbellford, together with a copy in duplicate of a license in connection with said dam, granted to the Honourable James Cockburn and others under date December 9, 1869, and of all correspondence with, and opinions of, the Minister of Justice at the time of the granting of said license and since that date; also a duplicate copy of all papers, correspondence, Orders in Council and other documents relating to or connected with the cancellation, termination and revocation of such license on the 12th of August, 1911, and of all correspondence, propositions, agreements or other documents had and made by, to or with the Trent Valley Woollen Manufacturing Company, Limited, and of all correspondence with the Department of Justice and opinions thereof relating thereto; also a duplicate copy of all correspondence, reports, Orders in Council and other documents referred to or mentioned in an Order in Council of date August 25, 1913, set forth on page W 398, in the third volume of the Auditor General's Report, 1913, and of all correspondence with the Auditor General and by and between the Auditor General and any department of Government relating thereto or connected therewith. Presented April 27, 1914.—*Mr. Emmerson* ..... *Not printed.*
- 263.** Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, deeds, contracts, &c., in connection with the purchase by the Board of Harbour Commissioners of Quebec, of a stone quarry at St. Nicholas, Que. Presented April 28, 1914.—*Mr. Lemieux* ..... *Not printed.*
- 264.** Return to an Order of the House of the 6th April, 1914, for a copy of all petitions, correspondence, telegrams and other papers and documents received by the Department of Marine and Fisheries since January 1, 1914, relating to the transportation of fish from the Maritime Provinces to the United States, and of all replies thereto. Presented April 29, 1914.—*Mr. Sinclair* ..... *Not printed.*
- 265.** Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, deeds and contracts in connection with the purchase by the Department of Agriculture of a quarantine station at Lévis, Que., on or about July 29, 1913. Presented April 29, 1914.—*Mr. Lemieux* ..... *Not printed.*
- 266.** Copy of Order in Council No. P. C. 976, dated 18th April, 1914, "Revised Regulations governing the entry of Naval Cadets." Presented by Hon. Mr. Hazen, April 30, 1914. *Not printed.*
- 266a.** Copy of Order in Council dated 18th May, 1914, concerning the organization of a Naval Volunteer Force. Presented by Hon. Mr. Hazen, May 23, 1914. .... *Not printed.*
- 267.** Return to an Order of the House of the 4th March, 1914, for a copy of all papers, correspondence and telegrams concerning the deportation of Bhwagan Singh, a Sikh priest, in defiance of a writ of Habeas Corpus. Presented April 30, 1914.—*Mr. Lemieux*. *Not printed.*
- 268.** Statement of receipts and expenditures of the National Battlefields Commission to 31st March, 1914, as required by 7-8 Edward VII, chapter 57, section 12. Presented by Hon. Mr. White, May 4, 1914. .... *Not printed.*
- 269.** Copy of the trust deed, dated 30th June, 1903, between the Canadian Northern Railway Company and the British Empire Trust Company and the National Trust Company, Limited. Presented by Hon. Mr. Borden, May 4, 1914. .... *Not printed.*
- 269a.** Copy of the trust deed, dated 6th May, 1910, between the Canadian Northern Railway Company and the British Empire Trust Company and the National Trust Company, Limited. Presented by Hon. Mr. Borden, May 4, 1914. .... *Not printed.*
- 269b.** Copy of the trust deed, dated 19th November, 1913, between the Canadian Northern Railway Company, Mackenzie, Mann & Co., Limited, and the British Empire Trust Company, and the National Trust Company, Limited. Presented by Hon. Mr. Borden, May 4, 1914. .... *Printed for distribution and sessional papers.*
- 269c.** Statement showing the floating liabilities of the railway companies embraced in the general title of the Canadian Northern Railway System. Presented by Hon. Mr. Borden, May 4, 1914. .... *Not printed.*
- 269d.** Statement of securities pledged as collateral to temporary loans of the Canadian Northern System. Presented by Hon. Mr. Borden, May 4, 1914. .... *Not printed.*

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- 269e. Statement showing the engineer's estimate of the cost of completing the Canadian Northern Railway System. Presented by Hon. Mr. Borden, May 4, 1914.....*Not printed.*
- 269f. Statement of capital stock authorized and issued, of the companies set out in the first schedule. Presented by Hon. Mr. Borden, May 6, 1914.....*Not printed.*
- 269g. Approximate estimate of betterments for six years of the lines of the Canadian Northern Railway System. Presented by Hon. Mr. Borden, May 6, 1914.....*Not printed.*
- 269h. Statements as on 31st December, 1913, bearing on the financing of the Canadian Northern Railway System. Presented by Hon. Mr. Borden, May 6, 1914.....*Not printed.*
- 269i. Papers and statements in respect to the Canadian Northern Railway System:—  
 1. Correspondence, including official application for aid.  
 2. Detailed statements showing particulars of capitalization, earnings, cost to complete, &c. Presented by Hon. Mr. Borden, May 6, 1914.  
*Printed for distribution and sessional papers.*
- 269f. Copy of trust deed dated October 4, 1911.—The Canadian Northern Railway to the Guardian Trust Company, Limited, and the British Empire Trust Company, Limited, and His Majesty the King and the Canadian Northern Railway Company. Presented by Hon. Mr. Borden, May 7, 1914.....*Printed for distribution and sessional papers.*
- 269k. List of companies whose total issued stock is owned by the Canadian Northern Railway Company; also, list of companies whose total issued stock is to be transferred to The Canadian Northern Railway Company; and also, list of companies in which the controlling interest is to be transferred to The Canadian Northern Railway Company. Presented by Hon. Mr. Borden, May 7, 1914.....*Not printed.*
- 269l. Further statements bearing on the financing of the Canadian Northern Railway System. Presented by Hon. Mr. Borden, May 7, 1914.  
*Printed for distribution and sessional papers.*
- 269m. Correspondence and telegrams received from the premiers of the Provinces of Nova Scotia, British Columbia, Alberta, and the Acting Premier of Saskatchewan, in regard to the granting of aid to the Canadian Northern Railway System. Presented by Hon. Mr. Borden, May 7, 1914..... *Printed for distribution and sessional papers.*
- 269n. Copy of trust deed dated 28th December, 1903.—The Lake Superior Terminals Company, Limited, and the National Trust Company, Limited, and the Canadian Northern Railway Company. Presented by Hon. Mr. Borden, May 11, 1914.....*Not printed.*
270. Return to an Order of the House of the 20th April, 1914, for a copy of all letters, telegrams and other documents relating to the refusal of the Railway Department, or any official of the Intercolonial Railway to permit employees of the railway at Moncton to attend the militia camp in the last year. Presented May 6, 1914.—*Mr. Macdonald.*  
*Not printed.*
271. Return to an Order of the House of the 23rd March, 1914, for a copy of all correspondence received by the Government since October 1, 1911, to date, from John M. Cormick, of Sydney Mines, N.S., in reference to the following matters in the Riding of North Cape Breton and Victoria:—Railway extension into the Riding of North Cape Breton and Victoria; the opening of the harbour at Dingwall, Aspey Bay, C.B.; the breakwater at Meat Cove in the said Riding; the boat harbour at Bay St. Lawrence; the breakwater at White Point; the breakwater at Neil's Harbour; the breakwater at McLeod's, Ingonish; in respect to Ingonish Harbour; the breakwater at Breton Cove; the breakwater at Little Bras d'Or; the breakwater at Cape Dauphin; the breakwater at Point Aconi; the proposed wharf at North Sydney the proposed extension of the breakwater at North Sydney; the bringing of the Intercolonial Railway to the ballast ground at North Sydney; the wharf at Sydney Mines; the wharf at Leitches Creek; the repairs to the wharf at Groves Point; the rebuilding of the wharf at Boisdale; the breakwater at Jamesville; the wharf at Castle Bay, and the proposed wharf at Shenacadie. Presented May 7, 1914.—*Mr. McKensie.*.....*Not printed.*
272. Copy of all letters, documents and correspondence relating to action by the Government in regard to the relief of the shareholders and depositors of the Farmers Bank, and of the Order in Council appointing Sir William Meredith as Commissioner, and all correspondence in relation thereto. And also, Statement of Affairs, &c., relating to the Farmers Bank of Canada. Presented by Hon. Mr. White, May 8, 1914....*Not printed.*
273. Return to an Order of the House of the 6th April, 1914, for a copy of all letters, telegrams and correspondence received by the Postmaster General in connection with complaints made that the postmaster at Yarmouth North, N.S., had been or is selling stamps outside his jurisdiction. Presented May 8, 1914.—*Mr. Law.*.....*Not printed.*
274. Return to an Order of the House of the 9th February, 1914, for a return showing the number of criminals released on parole from the various penitentiaries of the Dominion for the year ending March 31, 1913; the offence for which each prisoner so released was convicted, and showing at the same time whether such offence was a first, second, or subsequent offence. Presented May 8, 1914.—*Mr. Sinclair.*.....*Not printed.*

**CONTENTS OF VOLUME 28—Continued.**

- 275.** Return to an Order of the House of the 9th March, 1914, for a return showing:—  
 1. 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?  
 2. How many acres were granted in each year during the above period of time? Presented May 11, 1914.—*Mr. Tobin* ..... *Not printed*
- 276.** Return to an Order of the House of the 2nd February, 1914, for a return showing the receipts and expenses of the post office at St. Philippe, East, and of the post office at St. Philippe, West, in the parish of St. Philippe de Néri, since the first of June, 1912, to date. Presented May 11, 1914.—*Mr. Lapointe (Kamouraska)* ..... *Not printed*
- 277.** Report of the Dominion Wreck Commissioner in the matter of a formal investigation into the causes which led to the British steamer *Saturnia* touching the ground in the Lower Traverse, River St. Lawrence, on Tuesday, April 28, 1914. Presented by Hon. Mr. Hazen, May 12, 1914..... *Printed for sessional papers only*
- 278.** Report of the Dominion Wreck Commissioner in the matter of a formal investigation into the causes which led to the stranding of the British steamship *Montfort*, on Beauport Bank, River St. Lawrence, on Tuesday, April 28, 1914. Presented by Hon. Mr. Hazen, May 12, 1914..... *Printed for sessional papers only*
- 279.** Return to an Address to H's Royal Highness the Governor General of the 2nd February, 1914, for a copy of the Order in Council appointing Arthur Plaunte, Esq., a Commissioner to receive claims against the Atlantic and Lake Superior Railway, the Baie des Chaleurs Railway and the Quebec Oriental Railway, and of the report of said Commissioner and of the statement of claims accepted and those rejected by him, with the reasons therefor, as well as of all correspondence, memorials, petitions and documents, generally bearing on said subject. Presented May 12, 1914.—*Mr. Marcil (Bonaventure)* ..... *Not printed*
- 279a.** Supplementary Return to an Address to His Royal Highness the Governor General of the 2nd February, 1914, for a copy of the Order in Council appointing Arthur Plaunte, Esq., a Commissioner to receive claims against the Atlantic and Lake Superior Railway, the Baie des Chaleurs Railway and the Quebec Oriental Railway and of the report of said Commissioner and of the statement of claims accepted and those rejected by him, with the reasons therefor, as well as of all correspondence, memorials, petitions and documents, generally bearing on said subject. Presented May 22, 1914.—*Mr. Marcil (Bonaventure)* ..... *Not printed*
- 280** Return to an Order of the House of the 6th April 1914, for a copy of all correspondence, accounts, indemnities, travelling expenses, &c., from Fraserville to Quebec, and of all other documents relating to the amount of money received each year by His Honour Mr. Justice Ernest Cimon, from 1890 to 1913, as Judge of the Superior Court sitting at Quebec, during the time he was connected with the District of Kamouraska. Presented May 16, 1914.—*Mr. Gauvreau* ..... *Not printed*
- 281.** Report of the delegates appointed by the Government of Canada to attend the "International Purity Congress," held in the city of Minneapolis, Minn., November 7-12, 1913. Presented by Hon. Mr. Borden, May 16, 1914..... *Not printed*
- 282.** Agreement between the Government and steamship companies for mail carriage between Canadian and European ports.—(*Senate*)..... *Not printed*
- 283.** Return to an Order of the House of the 15th April, 1914, for a return showing:—  
 1. How many passengers have been carried over the Intercolonial Railway from St. John to Halifax, and from Halifax to St. John, respectively, under the agreement made on the 30th September, 1913, between the Canadian Government Railways by F. P. Gutelius, General Manager and the Canadian Pacific Railway Company, by G. M. Bosworth, General Traffic Manager, from the 15th November, 1913, when the said agreement went into effect, to the 31st March last?  
 2. How many tons of freight of each of the classes mentioned in said agreement have been carried each way over the Intercolonial Railway between St. John and Halifax, under said agreement during said period?  
 3. What have been the total earnings by the Intercolonial Railway under said agreement up to the 31st March last, for passengers and freight carried, respectively?  
 4. What amount has been paid to or earned by the Canadian Pacific Railway for car hire under said agreement?  
 5. What number of empty cars of the Canadian Pacific Railway Company have been hauled by the Intercolonial Railway free under said agreement, and what has been the cost of such haulage?  
 6. What would have been the total amount paid by the Canadian Pacific Railway Company to the Intercolonial Railway, under the tariff prevailing at the time of the making of said agreement, for the passengers and the freight so carried, respectively?  
 7. Whether the said agreement has been submitted, as promised by the Government, to the Board of Railway Commissioners by the Minister of Railways for the purpose of having the Board determine as to whether or not said agreement is discriminatory against the port of St. John. If not, why was it not so submitted?

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8. If it is the intention of the Minister of Railways to renew the said agreement, or to put in force a similar agreement, during the next Winter Port season.
9. What agreement the Government intends to make as to the Atlantic termini of the fast Atlantic mail steamers for the winter of 1914-1915. Presented May 22, 1914.—*Mr. Pugsley* .....*Not printed.*
284. Return to an Order of the Senate dated 15th May, 1914:—
1. How many judges have been retired since 1880?
  2. What are their names?
  3. What salary did they receive in each case?
  4. How many years did they serve in each case?
  5. What was the reason given for their retirement?
  6. How much did they receive for retirement allowance each year in each case?
- Ordered, that the same do lie on the table, and it is as follows.—(*Senate*).  
*Not printed.*
285. Return to an Address to His Royal Highness the Governor General of the 9th March, 1914, for a copy of all petitions, letters, telegrams and documents by any and all parties to and by the Department of Railways and Canals, or any other Department of the Government, with reference to the Southampton Railway Company, also of all reports of engineers and recommendations regarding a subsidy to the said railway, and of all Orders in Council granting same, and of all other documents and memoranda in the possession of the Department of Railways and Canals or other Departments of the Government regarding the said railway. Presented May 27, 1914.—*Mr. Carvell*.  
*Not printed.*
286. Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, papers, documents, contracts, &c., between the Government of Canada and any company, firm or individuals from May 1, 1913, to December 1, 1913, referring to the establishment of a subsidized steamship service between Canada and the British West Indies. Presented May 27, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*
287. Return to an Order of the House of the 4th May, 1914, for a copy of all papers, letters, telegrams, accounts and receipts concerning advances made to the Montagnais Band of Indians through the agency of Seven Islands, Quebec. Presented May 29, 1914.—*Mr. Lemieux* .....*Not printed.*
288. Return to an Order of the House of the 11th May, 1914, for a copy of all papers, letters, telegrams, accounts and receipts, concerning advances or payments made by the Government to Newton Wesley Rowell, K.C., for legal services in connection with the Oko Indian litigation. Presented May 29, 1914.—*Mr. Sharpe (Ontario)*.....*Not printed.*
- 288*a*. Return to an Order of the House of the 6th May, 1914, for a return showing:—
1. Whether the Government paid Newton Wesley Rowell, K.C., any sums of money for legal services during the past fifteen years?
  2. If so, the amounts and when?
  3. Whether the Government paid the firm of which Mr. Rowell is the senior partner any sums of money for legal services?
  4. If so, the amounts and in what years? Presented May 29, 1914.—*Mr. Sharpe (Ontario)* .....*Not printed.*
289. Return to an Order of the House of the 20th April, 1914, for a return showing:—
1. The date of the incorporation of the Canadian National Bureau of Breeding, Limited, with the names, addresses and occupations of the charter members of said Company.
  2. The amount of capital of the Company and the number of shares into which it is divided.
  3. The number of shares taken from the commencement of the Company up to the date of the return.
  4. The amount of calls made on each share, the total amount of calls received, the total amount of calls unpaid, and the total number of shares forfeited.
  5. The names, addresses and occupations of the persons who have ceased to be members within the twelve months next preceding, and the number of shares held by each of them.
  6. The amount of money paid to said Company by the Government in each year since incorporation. Presented May 29, 1914.—*Mr. Sutherland*.....*Not printed.*
290. Return to an Order of the House of the 9th February, 1914, for a copy of all reports made by the inspectors of agents for placing farm labourers and domestic servants in Canada during the calendar years 1912 and 1913. Presented May 29, 1914.—*Mr. Sutherland*.  
*Not printed.*
291. Return to an Order of the House of the 2nd March, 1914, for a return showing all the buildings, houses, offices and immovables, occupied by the Federal Government in Montreal, for the use of the various Departments and services of each branch of the administration, together with the following information in each case; for what Department and for what service; where situated, street and number thereof; whether Government property or under lease; in the latter case, the length of lease, the rent per annum and also the other charges that may be imposed upon the Government. Presented June 3, 1914.—*Mr. Wilson (Laval)* .....*Not printed.*

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- 292.** Return to an Order of the House of the 4th May, 1914, for a copy of all correspondence exchanged by and with the Department of Public Works or the Post Office Department, relating to an application or applications for a post office building at the town of Melville, Province of Saskatchewan. Presented June 4, 1914.—*Mr. MacNutt.*  
*Not printed.*
- 293.** Memorandum, correspondence, estimates of cost, &c., in connection with the construction of the Grand Trunk Pacific Railway—Mountain Section. Presented by Hon. Mr. Borden, June 4, 1914.....*Not printed.*
- 294.** Return to an Order of the House of the 4th February, 1914, for a return showing the names and addresses of the people with whom pure bred animals have been placed by the Department of Agriculture, the breed in each case, and the conditions on which these animals were placed. Presented June 5, 1914.—*Mr. Kay.*.....*Not printed.*
- 295.** Return to an Order of the House of the 30th March, 1914, for a copy of all correspondence, telegrams, instructions, accounts, vouchers and other papers and documents relating to the purchase of live stock in the Maritime Provinces by one Howard Corning of Yarmouth, N.S., during the period of his employment; also a copy of the appointment of the said Howard Corning and of all correspondence, complaints and other documents relating to the dismissal of the said Howard Corning, if he has been dismissed or retired from the service, together with a copy of all recommendations, correspondence and other papers relating to the appointment of the said Howard Corning's successor. Presented June 5, 1914.—*Mr. Sinclair.*.....*Not printed.*
- 296.** Return to an Order of the House of the 19th March, 1914, for a return showing:—  
1. How many pure bred stallions and bulls have been purchased by the Department of Agriculture for the use of settlers in the Provinces of Manitoba, Saskatchewan and Alberta since the first of January, 1912, to date?  
2. Where these animals were purchased, and from whom; and also the price paid for them respectively. Presented June 5, 1914.—*Mr. Douglas.*.....*Not printed.*
- 297.** Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, including letters, telegrams and accounts, regarding the purchase and disposal during year 1913, of all horses, cattle, sheep and swine for the Department of Agriculture, Province of Quebec for Experimental Farms, or for the improvement of stock, together with a return showing the commission and fees paid, and to whom paid, for and on account of said purchases. Presented June 8, 1914.—*Mr. Robb.*.....*Not printed.*
- 298.** Return to an Address to His Royal Highness the Governor General of the 9th February, 1914, for a copy of all arrangements made between the Government and the various Provinces under the Agricultural Instruction Act. Presented June 10, 1914.—*Sir Wilfrid Laurier.*.....*Not printed.*
- 299.** Partial Return to an Address to His Royal Highness the Governor General of the 4th March, 1914, for a copy of all correspondence, telegrams, petitions, Orders in Council, and other papers and documents, relating to subventions or assistance given, or to be given, by the Department of Marine and Fisheries or the Department of Agriculture to firms or joint stock companies, or persons operating cold storage plants for the preservation of fish products in Nova Scotia during the years 1908, 1909, 1910, 1911, 1912 and 1913, excluding such correspondence, &c., as relates to companies known as Fishermen's Bait Association. Presented June 10, 1914.—*Mr. Sinclair.*.....*Not printed.*
- 300.** Copy of Order in Council No. P.C. 1386, of the 29th May, 1914, concerning the regulations governing the Radiotelegraph administration. Presented by Hon. Mr. Hazen, June 11, 1914.....*Not printed.*
- 300<sup>a</sup>.** Copy of regulations governing Radiotelegraphy promulgated under section 11, Radiotelegraph Act, 1913. Presented by Hon. Mr. Hazen, June 11, 1914.....*Not printed.*
- 301.** Return to an Order of the House of the 27th April, 1914, for a copy of all letters, tenders, telegrams, plans, specifications and other documents in regard to the construction of the new ice breaker by the Canadian Vickers Company of Montreal. Presented June 11, 1914.—*Mr. Macdonald.*.....*Not printed.*
- 302.** Return to an Address to His Royal Highness the Governor General of the 16th March, 1914, for a copy of all petitions, letters, affidavits, telegrams and documents to and by the Department of Justice, or any other Department of Government, on behalf of or in reference to Wm. J. Kelley, a prisoner in the United States federal prison at Atlanta, Ga., and of all the letters, telegrams and other memoranda between the Department of Justice, or any other Department of the Government, and the British Ambassador at Washington, or the Government of the United States, regarding the imprisonment and proposed liberation of the said Wm. J. Kelley. Presented June 12, 1914.—*Mr. Carvell.*  
*Not printed.*



DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL YEAR FROM APRIL 1, 1912, TO MARCH 31, 1913

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

PRINTED BY ORDER OF PARLIAMENT.



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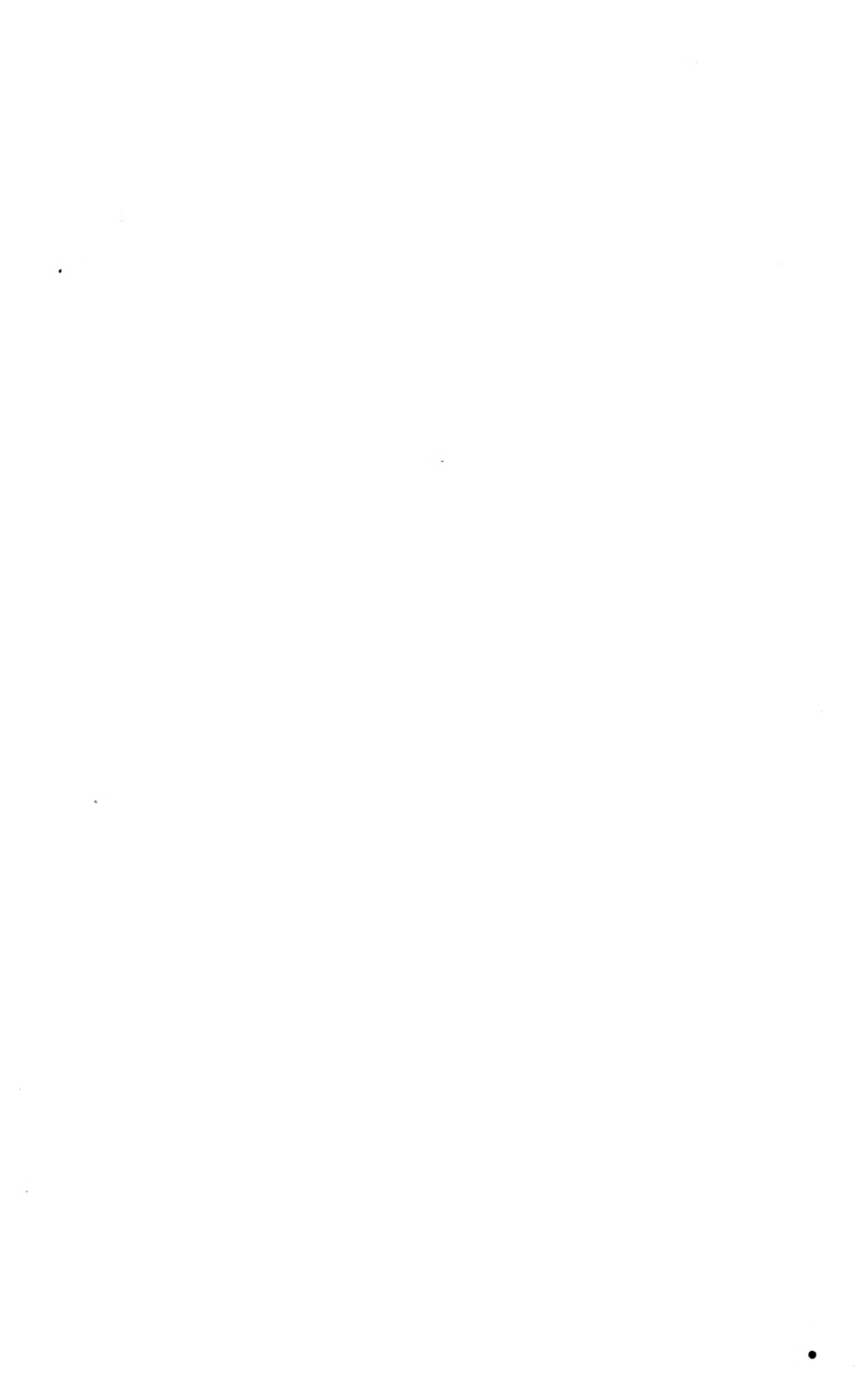
*To Field Marshal, His Royal Highness Prince ARTHUR WILLIAM PATRICK ALBERT, Duke of Connaught and of Strathearn, and Earl of Sussex, in the Peerage of the United Kingdom, Prince of the United Kingdom of Great Britain and Ireland, Duke of Saxony, Prince of Saxe-Coburg and Gotha; Knight of the Most Noble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

MAY IT PLEASE YOUR ROYAL HIGHNESS,—

The undersigned has the honour to present to Your Royal Highness the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year from April 1, 1912, to March 31, 1913.

F. COCHRANE,

*Minister of Railways and Canals.*



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 Report of Government Railways' Provident Fund Board.
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**REPORT**  
OF THE  
**DEPUTY MINISTER OF RAILWAYS AND CANALS**  
**FOR THE YEAR ENDING MARCH 31, 1913**

To the Honourable F. COCHRANE,  
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Department of Railways and Canals for the fiscal period of twelve months ended March 31, 1913.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers in the department are given in appendices. These include the report of the Government Railways' Managing Board; the report of the Government Chief Engineer of the western division of the Transcontinental Railway; the report of the Chairman of the Quebec Bridge Engineers' Board; and the report of the Chief Engineer of the Department.

In Part I, will be found statements of the accountant of the department, showing the amounts expended during the past fiscal year in construction, repair and maintenance of the several works under the department; also statements showing total expenditure on each canal since its construction, and on each of the government railways; also a statement showing payments made, year by year, to subsidized railways, with the aggregates of such payments.

In Part II are the statements of the Departmental Solicitor of the contracts and agreements entered into during the year.

**GENERAL SUMMARY.**

During the twelve months of the past fiscal year 1912-13, the expenditures made by or through the department on its several works of operation, maintenance and construction, both railway and canal, and in furtherance by subsidy, under specific votes granted by Parliament, of railway enterprises in various parts of Canada other than the Government roads, also the revenue derived from the Government works, aggregate as follows:—

The total railway expenditure amounted to \$36,689,539.55, of which \$18,888,794.06 was charged to capital, \$12,504,425.65 to revenue, and \$5,296,319.84 to income.

The railway expenditure on capital account included \$2,391,987.53 for the Intercolonial Railway, \$103,001.03 for the Prince Edward Island Railway, \$13,766,916.39 for the eastern division (from Moncton to Winnipeg) of the National Transcontinental Railway, which is in course of construction by a board of commissioners, \$1,099,063.15 for the Hudson Bay Railway, and \$1,512,825.96 for the Quebec bridge.

The railway expenditure on income included a total of \$4,935,507.35 paid as subsidies to railways other than the Government roads, and \$224,472.19 for the Board of Railway Commissioners for Canada.

The expenditure on the Intercolonial Railway amounted to \$14,371,970.22, namely, \$2,391,987.53 on capital account, and on revenue account (working expenses) \$11,979,982.69. On the maintenance of the Windsor Branch the expenditure was \$29,970.62 charged to revenue account.

On the Prince Edward Island Railway, the total expenditure was \$592,973.37, of which \$103,001.03 was charged to capital, and \$489,972.34 to revenue.

The expenditure on canals aggregated \$3,852,999.35; of which \$2,259,257.45 was chargeable to capital account, \$331,987.21 to income, \$703,285.32 for staff, and \$558,469.37 for repairs, the last two amounts being charged to revenue.

Adding to the above for miscellaneous expenditures common to both branches, the sum of \$9,338.17, the total expenditure for the year on railways and canals was \$40,551,877.07.

The total revenue derived from the government railway and canal works was \$12,749,771.12, of which the railways produced \$12,442,203.46, and the canals \$307,567.66,\* the sum of \$228,227.28 being derived from hydraulic rents.

The total government expenditure on railways prior to and since Confederation (July 1, 1867) up to March 31, 1913, amounts, on capital account, to \$304,015,587.52, including expenditure on the Quebec bridge, and also the sum of \$25,000,000 granted to the Canadian Pacific Railway Company for its main line; also the amount, \$660,683.09, expended on the Annapolis and Digby Railway. In addition, there has been expended from the consolidated fund a total of \$244,071,325.68, covering the operating expenses of the government roads, and \$48,529,915.92 subsidies other than the main line of the Canadian Pacific Railway, making a total expenditure of \$548,086,913.20. Of this amount, the sum of \$13,831,460.65 was expended prior to Confederation, namely, on the construction of portions of what is now the Intercolonial Railway system, \$10,766,725.54, and on the construction of the Prince Edward Island Railway, \$3,114,735.11.

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\* Under the authority of an order in council, dated June 22, 1905, the system of charging tolls for the passage of vessels and goods was abolished on all the canals of the Dominion. Records, however, are kept for statistical purposes, and the compilation of the resultant figures is given in a separate report issued by the department.

## SESSIONAL PAPER No. 20

The total government expenditure on canals prior to and since July 1, 1867, to March 31, 1913, amounts on capital account to \$104,152,119.42, of which \$20,593,866.13 was expended prior to Confederation, and from the consolidated fund, for operation, maintenance and repairs, to \$34,155,960.09, making a total of \$138,308,079.51.

The total expenditure on the two branches, railways and canals, up to March 31, 1913, is as above, \$686,394,992.71; adding to which for general expenditures embracing both, the further sum of \$824,988.07, the grand total expenditure amounts to \$687,219,980.78.†

The total revenue collected since July 1, 1867, to March 31, 1913, amounts, from the government railways, to \$180,882,956.52, and from the canals to \$14,949,174.77, making a total of \$195,832,131.29.

Details in tabulated form showing the general classes and directions of the above expenditures and revenues will be found in the statements of the accountant of the department, printed in the appendices, Part I herewith.

## GOVERNMENT RAILWAYS IN OPERATION.

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

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

The Intercolonial Railway operations resulted in a profit of \$777,863.74, but this sum at the close of the year was transferred to the Equipment Renewal Account, and was expended as part of the working expense, making their total \$11,979,982.69, to which is to be added \$4,500 paid under special votes, as compassionate allowances, making the total \$11,984,482.69. The total earnings amounted to \$11,984,482.69.

The Windsor branch maintenance expenditure amounted to \$29,970.62; the government share of the earnings credited to the branch amounted to \$68,246.70, leaving a profit of \$38,276.08.

The Prince Edward Island Railway working expenses amounted to \$489,972.34, its earnings amounted to \$389,474.07, the deficit being \$100,498.27.

† This amount does not include the annual payment of \$119,700 to the provincial government of Quebec, being interest at the rate of 5 per cent on the sum of \$2,394,000 up to 1905, granted by 47 Victoria, ch. 8 (1884), nor the annual payment of \$107,730, being interest at the rate of 4½ per cent since and including 1905, on the said sum of \$2,394,000, for the line between Ottawa and Quebec, which sum was transferred to the public debt as a liability, and is dealt with by the Finance Department. (See Public Accounts, 1893-4, page 10, and 1906, page 79.)

## INTERCOLONIAL RAILWAY.

This railway extends from the Atlantic ocean ports of Halifax, St. John, Sydney and North Sydney, to Montreal.

On March 1, 1898, the operations of the Intercolonial, the westerly limit of which previously was Lévis, opposite Quebec, were extended to Montreal, by means of leases obtained from the Grand Trunk and Drummond County railway companies, making an addition of 169.81 miles to the operation of the government line.

The leasing agreement for an undivided half share or interest, made with the Grand Trunk Railway Company, and dated February 1, 1898, was confirmed, with modification, by the Act 62-63 Vic., chap. 5 (1899). It covers the distance between Ste. Rosalie station, and the City of Montreal, with termini in that city, also the Jacques Cartier junction, the Chaudiere bridge and its approaches, and the use of the Victoria bridge over the River St. Lawrence above Montreal. Its term extends for a period of ninety-nine years from March 1, 1898, renewable, in like terms of ninety-nine years each, forever; the annual rental being fixed at \$140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899), the Drummond County railway from Chaudiere to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On October 1, 1904, the Canada Eastern railway from Gibson to Loggieville, 123.67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's bridge, with connected property, 1.33 mile, was surrendered to the government.

In September, 1911, the branch line, 12.52 miles long, from Ferrona junction to Sunny Brae, was acquired and operated, increasing the length of the railway to 1,468.15 miles. 26.09 miles are double-tracked. There are of spur lines 35.8 miles, and of sidings and tracks in yards, 391.43 miles.

## FINANCIAL STATEMENTS.

## SUSPENSE ACCOUNTS.

The usual financial statements of the comptroller of the railway, which will be found in the appendices, have, this year, been supplemented by certain additional information regarding the 'Suspense Accounts,' authority for which was given by the Act of 1911, chapter 8, in order to make provision for renewals of equipment and rails, and for loss and damage by fire to railway property. There are also added a statement of receipts and expenses, and a cash statement.

These additional statements show the following in regard of the respective accounts.



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The 'Renewal of Equipment' account opened the year with a credit of \$765,950.44, and, during the year, received increments, including \$777,863.74, the profits of the year's operations, bringing its total up to \$2,012,955.31. The expenditures made from it amounted to \$2,011,615.54, leaving a balance at its credit on March 31, 1913, of \$1,339.77.

The 'Rail Renewal' account started the year with a credit of \$160,784.80. During the year this amount was increased to \$310,787.78, against which the charges aggregated \$81,861.26, leaving the amount at its credit on March 31, 1913, \$223,926.52.

The 'Fire Renewal' account shows a credit at the beginning of the year of \$56,269.40, increased during the year to \$116,269.40; against which there was charged \$13,506.23, leaving a credit balance on March 31, 1913, of \$102,763.17.

## CAPITAL ACCOUNT EXPENDITURE.

The expenditure on capital account during the fiscal year ended March 31, 1913, amounted to \$2,493,707.53, against which there are credits, including \$100,000 in connection with the ballast wharf at St. John, amounting to \$101,720, making the expenditure of the year, \$2,391,987.53, and bringing the total capital expenditure on the whole railway as amalgamated under the Acts 54-55 Vic., Chap. 50, (1891), and 62-63 Vic., Chaps. 5 and 6 (1899), together with the acquired Canada Eastern Railway, \$97,137,807.17.

The principal items charged to capital during the year were as follows (omitting cents): for straightening bridges, \$50,299; for increased accommodation at Halifax, \$123,245; for locomotive and car shops with equipment and new freight yard and cut-off line at Moncton, \$18,764; for Sydney Mines diversion, \$128,197; for diversion at Chatham and branch to wharf, \$114,927; for increased accommodation at Campbellton, \$126,290; for office buildings at Moncton, \$36,424; for increased accommodation at Truro, \$146,721; for increased accommodation along the line, \$63,700; for rolling stock, \$400,000; for improvements at Point Tupper, \$93,000; for increased accommodation at Ste. Flavie, \$26,386; for surveys and inspections, \$32,997; for increased accommodation at St. John, \$34,774; for docks and wharfs at Halifax, \$351,385; to the Halifax and Eastern Railway Company for plans, surveys, &c., taken over by the government, \$85,000; towards the construction of the Dartmouth to Deans railway, \$539,791; to pay claim of E. A. Wallberg, for work done under contracts, \$45,578.

## REVENUE ACCOUNT EXPENDITURE.

The expenditure on revenue account—working expenses—are grouped, as usual, under five main heads, each divided into a number of sub-heads.

These expenditures for the fiscal year ended March 31, 1913, were as follows: maintenance of way and structures, \$2,066,664.22, against which is a credit of \$3,206.14, for maintaining joint tracks, yards and other facilities, leaving the net

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amount, \$2,058,458.08; maintenance of equipment, \$3,041,672.80; traffic expenses, \$230,481.05; transportation expenses, \$6,438,297.89; against which is a credit of \$59,403.22, for operating joint yards and terminals, leaving the net amount, \$6,378,894.67; general expenses, \$270,476.09. The aggregate of the expenditures under these five heads for the year was \$11,979,982.69; adding to which \$4,500 paid as 'compassionate allowances,' under special votes, the total is \$11,984,482.69.

In the above expenditures, there were included the following items, (omitting cents): maintenance of way and structures:—for ties, \$243,239; for rails, \$180,056; roadway and track, \$738,407; removal of snow and ice and sand, \$95,873; and buildings, fixtures and grounds, \$327,751; maintenance of equipment:—for repairs to locomotives, \$788,952; renewals of locomotives, \$479,050; for repairs to passenger cars, \$296,939; renewals to passenger cars, \$239,525; for repairs to freight cars, \$655,273; for renewals of freight cars, \$359,287. The traffic expenses included, for advertising, \$39,780; and for outside agencies, \$85,494. The transportation expenses included: for station employees, \$775,314; yard conductors and brakemen, \$191,297; for yard engine-men, \$145,710; for fuel for yard engines, \$25,947; for road engine-men, \$641,478; for road trainmen, \$875,657; and for fuel for road engines, \$1,994,892. The general expenses included salaries and expenses of clerks and attendants, \$106,711; and pensions, \$80,506.

Details of expenditure will be found in the report of the Comptroller, Part III, of the appendices.

## GENERAL NOTES.

The gross earnings of the railway for the year amounted to \$11,984,482.69, derived as follows:—

The passenger earnings were \$3,438,447.32; the freight earnings, \$8,028,760.13; the mail and express earnings, \$470,866.13, and miscellaneous, \$46,409.11. The revenue from transportation was 99.16 per cent of the whole.

The total engine mileage was 10,279,369, the total train mileage was 8,147,819, and the total car mileage 115,787,023.

The gross earnings per mile of railway (1,468.15 miles) were \$8,162.98, per engine mile \$1.17, per train mile \$1.47, and per car mile 10.35 cents.

The expenses per mile of railway were as follows: maintenance of way and structures, \$1,402.07; maintenance of equipment, \$2,071.77; traffic expenses, \$156.99; transportation expenses, \$4,344.85; general expenses, \$184.23.

The expenses per train mile were: maintenance of way and structures, 25.26 cents; maintenance of equipment, 37.33 cents; traffic expenses, 2.83 cents; transportation expenses, 78.29 cents; general expenses, 3.32 cents.

The ratio of expenses to gross earnings was as follows: maintenance of way and structures, 17.17 per cent; maintenance of equipment, 25.38 per cent; traffic expenses,

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1.92 per cent; transportation expenses, 53.23 per cent; and general expenses, 2.26 per cent.

Comparing the earnings for the twelve months ended on March 31, 1912, with the corresponding period ended March 31, 1913, the gross earnings for the latter year show an increase of \$1,390,696.85. The passenger traffic produced an increase of \$466,142.69; the freight traffic an increase of \$1,020,459.64; the mails, express traffic and miscellaneous, a decrease of \$50,905.48. The increase per mile of railway was \$947.24, and per train mile 4 cents.

The number of passengers carried was 3,763,115, an increase compared with the previous year of 346,562. There was an increase in the number of local passengers of 321,489, and of 25,073 in the number of through passengers.

Of revenue producing freight 5,203,468 tons were carried, an increase, compared with the previous year, of 666,870 tons. The local freight increased 460,884 tons, and the through freight increased 205,986 tons.

Details of the principal items of this freight will be found in the statements of the Comptroller, Appendix III, classified as follows: products of agriculture, 599,112 tons; animals and their products, also poultry, game and fish, 83,836 tons; products of mines, 1,664,485 tons; products of forest, 1,249,860 tons; manufactures, immigrants' effects, and miscellaneous, 1,606,176 tons.

The rolling stock equipment will be found specifically described in the report of the mechanical accountant in Appendix, Part III. Included in the purchases of the year were 23 locomotives (19 freight and 4 switching) all bought on renewals account, from revenue. Nine of these freight engines, which are of modern type, replaced 25 old small condemned engines. The nine have a tractive power of 343,680 lbs., or 32,860 lbs. in excess of the 25 condemned. The number of locomotives on March 31, 1913, was 390, two less than at the corresponding date of the previous year; their tractive power, however, is greater.

The value of stores on hand at the close of the year was \$1,465,157.78, comprising fuel, \$140,045.69; roadway and bridge material, \$732,902.78, and miscellaneous, \$592,209.31.

## COMPARATIVE STATISTICS YEARS 1911-12 AND 1912-13.

In 1911-12 the average tons of freight carried per train, producing revenue, was 256.69 and the number of passengers 62.36; in 1912-13, the average freight tonnage was 272.08, and passengers 65.03.

In 1911-12, the average tons per loaded car, producing revenue, was 17.21, and the number of passengers, 9.46; in 1912-13, the number of tons was 18.00, and of passengers 9.69.

The number of tons per train, all freight, in 1911-12, was 260.66, and in 1912-13, 276.27.

The number of tons per car, all freight, in 1911-12, was 17.47, and in 1912-13, 18.27.

The average distance each ton of freight was carried in 1911-12 was 266.23 miles, and in 1912-13 the average distance was 269.53 miles. The average distances passengers were carried in those years were 49.20 miles and 51.72 miles respectively.

The average number of loaded cars per train in 1911-12, was 14.92 cars of freight, and 6.59 cars of passengers; in 1912-13 the number of freight cars per train was 15.12, and of passengers, 6.71.

The average number of empty cars per train in 1911-12, was 2.48, and in 1912-13, 2.52.

In 1911-12 the average of train miles per mile of road was, for freight trains, 3,204.83, and for passenger, 1,836.19; in 1912-13 these figures were, respectively, 3,510.99 and 2,038.73.

In 1911-12 the average per mile of road of revenue producing freight carried one mile was 822,661.67 tons, and passengers, 114,504.66; in 1912-13 the figures were,—freight, 955,261.74 tons, and passengers, 132,569.36.

The number of tons all freight, per mile of road carried one mile in 1911-12, was 835,387.31, and in 1912-13, 969,998.91.

The train mileage in 1911-12 was: passenger, 2,695,802 miles; freight, 4,705,173 miles; in 1912-13, passenger, 2,993,156 miles; freight, 5,154,663 miles.

The loaded car mileage in 1911-12 was, 70,193,524 miles, and in 1912-13, 77,932,195 miles.

The empty car mileage in 1911-12, was 11,667,392 miles, and in 1912-13, 12,978,505 miles.

The caboose car mileage in 1911-12, was 4,379,112 miles, and in 1912-13, 4,792,595 miles.

The total car mileage of 1911-12, was: passenger, 17,761,983 miles, and freight, 86,240,028 miles; in 1912-13, the figures were, passenger, 20,083,733, and freight, 95,703,295.

The total freight moved in 1911-12, was: 4,689,655 tons; of this quantity 4,536,599 tons were revenue producing. In 1912-13 the total freight moved was 5,372,938 tons, of which 5,203,442 tons were revenue producing.

Repairs to passenger cars cost, per car, in 1911-12, \$642.63, or per car mile, 1.66 cents; and in 1912-13, \$623.93, or per car mile, 1.48 cents.

Repairs to freight cars cost, per car, in 1911-12, \$51.22, or per car mile, .74 of a cent; and in 1912-13, \$32.85, or per car mile, .68 of a cent.

Repairs to locomotives cost, per locomotive, in 1911-12, \$1,799.20, or per locomotive mile, 7.56 cents; and in 1912-13, \$2,062.62, or per locomotive mile, 7.68 cents.

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### WINDSOR BRANCH.

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

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

This agreement will expire on December 31, 1913.

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

The gross government receipts for the twelve months ended on March 31, 1913, amounted to \$68,246.70, a decrease compared with the previous year of \$4,929.90. The decrease was in freight traffic, the passenger traffic having increased. The cost of maintenance was \$29,970.62, leaving the net government earnings \$38,276.08.

### PRINCE EDWARD ISLAND RAILWAY.

This is a narrow gauge railway, 3 feet 6 inches. It extends from Tignish to Georgetown, 158.60 miles, and from Charlottetown to Murray Harbour, 52.30 miles, with branches to Souris and Cape Traverse. The length of the road operated was the same as in the previous year, 267.5 miles, together with another branch from Harmony to Elmira, 9.9 miles, completed and opened to traffic in November, 1912. By the addition of this branch the length of the railway was increased to 277.4 miles.

#### CAPITAL ACCOUNT.

There was an addition of \$103,001.03 to the expenditure on capital account during the year ended on March 31, 1913, making the total capital expenditure \$8,790,728.41. The principal item was for the branch line from Harmony to Elmira, \$66,146.15.

#### REVENUE ACCOUNT.

The gross earnings amounted to \$389,474.07 and the working expenses to \$489,972.34, leaving a deficiency of \$100,498.27. Compared with the previous year there was an increase of \$22,270.68 in the gross earnings and an increase of \$40,009.43 in the working expenses.

The expenditure on revenue account (working expenses) is classified, as on the Intercolonial, under five heads, with their several sub-heads. It is comprised in the following:—Maintenance of way and structures, \$135,434.58; maintenance of equip-

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ment, \$86,656.33; traffic expenses, \$1,113.36; transportation expenses, \$251,186.09; and general expenses, \$15,581.98.

The number of passengers carried was 433,888, an increase compared with the previous year of 45,812, and this traffic produced \$171,348.57, an increase of \$18,064.15. Of freight, 122,784 tons were carried, an increase of 2,566 tons. The freight earnings amounted to \$180,347.31, an increase of \$3,485.63. The earnings from mails and sundries amounted to \$37,778.19, an increase of \$720.90.

The freight carried was: agricultural products, 38,489 tons; animals, poultry, fish, and their products, 13,538 tons; products of mines, 16,359 tons; products of forests, 14,562 tons; manufactures, household goods and furniture, 14,562 tons; miscellaneous, 30,613 tons.

The engine mileage was 442,497 miles; the train mileage 361,714 miles; and the car mileage 2,334,635 miles.

The gross earnings per mile of railway amounted to \$1,442.50; per engine mile, to 88.02 cents; per train mile, to 107.67 cents; and per car mile, to 16.68 cents.

The working expenses per mile of railway aggregated \$1,814.71, and per train mile, 135.46 cents.

The value of stores on hand on March 31, 1913, was \$71,846.54, comprised in fuel, \$19,046.59; roadway and bridge material, \$16,573.34; and miscellaneous, \$36,226.61.

The road, buildings, and rolling stock are all in a satisfactory condition.

Details will be found in the report of the superintendent of the railway and in the reports of other officers therewith, in the appendices, Part III.

#### GOVERNMENT RAILWAYS PROVIDENT FUND.

The Act of 1907, chap. 22, establishing a fund to be known as 'The Intercolonial and Prince Edward Island Railway Employees' Provident Fund,' came into effect on April 1, 1907. The main feature is that a contribution of 1½ per cent of each month's salary and wages is made by each employee to the fund, to which a like amount is added by the railway to the limit of \$100,000 a year. Interest at 3 per cent per annum is allowed on the employee's contribution. On retirement, after a certain length of service, the employee will receive for the rest of his life a monthly allowance for each year of his service, equal to 1½ per cent of his average monthly salary or wages for the preceding eight years; the minimum allowance to be \$20 a month, and the maximum two-thirds of his said average monthly pay. In the event of the death of a contributor to the fund while still in the service, his widow, children or relatives may be paid a sum equal to ninety per cent of his total contributions. The fund is administered by a board of five persons, three of whom are officers of the railway, the remaining two being elected annually by the contributing employees. The Act was amended by the Act of 1908, chap. 37, and again by the Act of 1909, chap. 20. Under

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this last, the Government Railways Managing Board nominates one of its members as chairman of the Provident Board.

The sixth annual report of the board, which is printed in Appendix III hereto, shows that at the beginning of the fiscal year, April 1, 1912, there was a balance to the credit of the fund of \$304,234.71, and that during the past fiscal year the contributions of the railway employees amounted to \$85,365.23. Adding to this a like contribution from the government railways, and the sum of \$2,146 for refunds, etc., together with interest accrued, \$9,350.20, the total of the fund for the year aggregated \$491,461.37. The total expenditure during the year was \$145,432.80, of which \$133,539.69 was paid out in retiring allowances, and for contributions refunded, a total of \$3,361.59, leaving at the credit of the fund on March 31, 1913, the sum of \$346,028.57.

In the course of the year 63 employees were retired and pensioned, and 36 pensioners died.

During the six years that the system has been in operation the total contributions by employees amount to \$465,745.31, and a like sum being added by the railways, makes the total \$931,490.62. During this period, 541 employees have been pensioned, of whom 127 have died, leaving 414 in enjoyment of their allowances at the close of the fiscal year 1913. The total paid out for retiring allowances is \$571,294.22.

## HUDSON BAY RAILWAY.

During the past fiscal year, closed on March 31, 1913, the location of the railway to Port Nelson, at the mouth of the River Nelson, Hudson Bay, was completed. The line will recross to the left bank of the river at Kettle rapids; the bridge at this point will be about 1,000 feet in length, with a span of about 650 feet over the main channel.

The work of construction for the first 185 miles, from The Pas to Thicket Portage, was placed under contract in August, 1911. Grading has been practically completed up to mile 70, and supplies for the balance of the work have been brought in, and it is expected that the whole 185 miles will be ready for the track by the spring of 1914. The substructure for the bridge over the River Saskatchewan at The Pas was completed in March, 1912, and the superstructure was nearly completed at the close of the year. This bridge consists of four fixed spans, and one swing span.

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 total distance is 418 miles.

## NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement, dated July 29, 1903, ratified by the Dominion Act of that year, chap. 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chap. 24, the Grand Trunk Pacific Railway Company, a com-

pany incorporated by the Act of 1903, chap. 122, have undertaken certain obligations in respect of the construction and operation of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean. The railway is composed of two divisions, namely, the eastern division, between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and, in the province of Manitoba, to the city of Winnipeg, and the western division, between Winnipeg and the Pacific ocean. The eastern division is being constructed by the government under commissioners appointed by the Governor in Council, and on completion is to be leased to and maintained and operated by the company, who undertake to construct, at their own cost and to maintain and operate, the western division. The lease of the eastern division is to be for a period of 50 years, at a rental of three per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions are to be equipped by the company, the first equipment to be of a value not less than \$20,000,000.

By way of assistance to the company in the construction of the western division, it is provided that the government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction; this amount is not to exceed \$13,000 per mile in respect of the prairie section from Winnipeg to the eastern limit of the Rocky Mountains (such limit to be established by the Chief Engineer of the company and the Chief Engineer of the government, as the result of actual surveys). This limit has been established as the east bank of Wolf creek, a point 120 miles west from Edmonton.

By the Act of 1905, chapter 98, three deeds of trust by way of mortgage, set out in the said Act, were ratified and confirmed, namely, one dated June 10, 1905, between the Grand Trunk Pacific Railway Company, the Royal Trust Company, and His Majesty, to secure the issue of first mortgage bonds; the second dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of second mortgage bonds, and the third, also dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of first mortgage bonds in respect of the branch line designated as the 'Lake Superior Branch.'

Payments from the proceeds of the bonds of the company for work done, etc., on the western division, are made from time to time on certificates given by the government Chief Engineer of this division, showing approved expenditures.

By the Act of 1909, chap. 19, authority was given for aiding in the completion of the construction of the 'prairie' section by a loan to the company of \$10,000,000, to be secured, as collateral, subject to any prior lien, by a mortgage on the 'prairie' section of their road; such loan to bear interest at the rate of 4 per cent per annum, and to be repayable in ten years.



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This loan, which is dealt with by the Finance Department, was duly made; the mortgage deed being dated May 22, 1909.

The several government expenditures (on the eastern division) to be made under the above-mentioned Acts and agreements are to be so made from appropriations by parliament for the purpose, and on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities are to be furnished monthly.

The Board of Commissioners are required to furnish annually a report to the Governor in Council, through the Minister of Railways and Canals, showing the receipts and expenditures of the year, and other information as to the railway, which report is to be submitted to parliament.

The headquarters of the board are in the city of Ottawa.

Under authority of the Act of 1912, chap. 37, the time for the completion of the Prairie section was extended to December 1, 1912, and of the Mountain section to May 1, 1914. Under authority of the Act of 1913, chap. 34, the time for the completion of the Prairie section has been further extended to December 1, 1913.

By the Act of 1912, chap 39, the construction of the Eastern division, and its operation, until completed and leased to the Grand Trunk Pacific Railway Company, was placed under the charge and control of one commissioner (in place of four) to be appointed by the Governor in Council, and to hold office during pleasure. By an order in council, dated April 4, 1912, Mr. R. W. Leonard, C.E., the Chairman of the Commission as then existing, was appointed as such commissioner.

The report of the board for the fiscal year ended March 31, 1913, has been prepared, and will be laid before parliament in due course.

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

## EASTERN DIVISION.

*(Moncton to Winnipeg.)*

The total mileage from Moncton, N.B., to the west side of Water street, Winnipeg, is, approximately, 1,804.2 miles.

Of this mileage, up to March, 1913, 1,739 miles were graded, and the track was laid in the main line for a distance of 1,720.36, together with 384.73 miles of sidings, yards and double-track, making a total of 2,105.09 miles. The bridges were completed to the extent of 89.5 per cent.

The total expenditures by the Commissioners during the fiscal year ended March 31, 1913, on the entire eastern division, amounted to \$13,729,461.44, making their

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total expenditure from the date of their organization in September, 1904, to that date, \$130,247,152.95.

Detail summaries of this expenditure are furnished by the Chief Accountant of the Commission. They show the total for the past fiscal year to be made up as follows:—Headquarters, \$190,983.55; construction, \$13,511,637.77; and transport, \$26,840.12.

The total expenditure from September, 1904, to March 31, 1913, was as follows:—Construction, \$124,120,798.61; location, \$2,943,328.85; transport, \$1,244,053.77; and headquarters, \$1,938,971.72.

The statement of the accountant of the department (Part I, of the appendices hereto) shows the expenditure on the eastern division for the year ended March 31, 1913, to be \$13,766,916.39, and the total expenditure on this division up to that date \$130,300,684.92, the expenditures yearly being as follows:—

1904. . . . .	\$	6,249 40
1905. . . . .		778,491 28
1906. . . . .		1,841,269 95
1907. . . . .		5,537,867 50
1908. . . . .		18,910,449 41
1909. . . . .		24,892,422 68
1910. . . . .		19,968,126 86
1911. . . . .		23,488,208 40
1912. . . . .		21,110,683 05
1913. . . . .		13,766,916 39
Total. . . . .		\$130,300,684 92

The section of the railway from Moncton to Edmundston, 230 miles, has been operated from November 20, 1912, to the close of the year, a tri-weekly service being afforded. The necessary rolling stock was leased, with the exception of a snow-plough purchased. The results of this operation are shown in a statement of the Chief Accountant of the Commission to have been as follows:—

Total expenditure, \$46,163.30; earnings, \$13,557.76; deficit, \$32,605.54. Against this deficit, however, there is the value of the equipment purchased, \$7,000 and stores, \$3,006.95, a total of \$10,016.33.

## WESTERN DIVISION.

The western division extends from the western boundary of the Winnipeg terminals on the east bank of the River Assiniboine, in the city of Winnipeg, to the newly founded city of Prince Rupert, on the Pacific coast, a distance of 1,745 miles.

It is divided into two sections, namely, the 'Prairie Section,' extending from Winnipeg to the east bank of Wolf Creek—a point 120 miles west of Edmonton, the

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capital of the province of Alberta—a distance of 915 miles, and the 'Mountain Section,' which extends from the east bank of Wolf Creek to Prince Rupert, a distance of 830 miles.

This division is in course of construction by the Grand Trunk Pacific Railway Company, under the government guarantee agreements above mentioned, and the Government Chief Engineer of the Division, on whose certificates payments are made to the company, is Mr. Collingwood Schreiber, C.M.G., whose report, showing the position of the work at the close of the fiscal year, March 31, 1913, will be found printed in the appendices hereto, Part IV.

Of this, the following is a brief summary:—

## ' PRAIRIE SECTION.'

Though not fully completed according to contract, the whole road from Winnipeg to Wolf Creek has been regularly operated for public traffic during the past, as during the previous year. The work done has been principally work of maintenance and repair.

On this section the maximum grade against eastbound traffic is four-tenths of one per cent, and against westbound traffic five-tenths of one per cent.

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

## ' MOUNTAIN SECTION.'

On this section the track is laid for a distance of 210 miles from Wolf Creek westerly to the crossing of the River Rau Shuswap, and the road for this distance is being operated by regular traffic trains. Twenty-two way stations, and two divisional stations, together with round-houses, machine shops and a number of other structures have been provided.

From mile 210 to mile 245—Goat River crossing—the grading and the wooden bridges are about 95 per cent completed. The steel bridges over the rivers Rau Shuswap and Goat were not completed at the close of the year.

From mile 245 to mile 275—the second crossing of the River Fraser—about 48 per cent of the grading is done, exclusive of a tunnel 2,200 feet long, in driving which difficulty is experienced owing to the character of the material; a temporary line has been constructed round it.

From mile 275 to mile 362—Fort George—the clearing of the right-of-way is far advanced, and a small amount of grading has been done.

From mile 362 to mile 500—Burns lake—the clearing has been practically completed, but no grading has been done.

From mile 500 to mile 570—Bulky Summit—the clearing has been completed and about 35 per cent of the grading done.

From mile 570 to mile 632—the crossing of Boulder creek—the grading is practically completed.

From mile 632 to mile 830—zero on the Grand Trunk Pacific Railway wharf at Prince Rupert—the grading, bridging and tracklaying are practically completed, 22 way stations and one divisional station, together with other buildings have been provided, and trains for public traffic are operated over the road from mile 649—New Hazelton to Prince Rupert, a distance of 181 miles. The progress made on this section has been retarded, owing to difficulty in procuring labour and to the unusually light fall of snow in the Rocky Mountains, which resulted in a rapid subsidence of the River Fraser waters, putting the steamers, built by the contractors for service between Tête Jaune Cache and Fort George, out of commission after three weeks, instead of being available for several months.

#### TOTAL EXPENDITURE.

The expenditure, up to March 31, 1913, amounted, on the 'Prairie Section,' to \$35,894,376.91, and, on the 'Mountain Section,' as certified, to \$50,232,556.34, making a total of \$86,126,933.25.

#### QUEBEC BRIDGE.

On August 29, 1907, the cantilever bridge in course of construction by the Quebec Bridge and Railway Company (originally commenced under a subsidy of \$1,000,000 authorized by the Act of 1899, chapter 7, and a subsidy agreement, dated November 12, 1900), collapsed.

Under the terms of an agreement with the company, dated October 19, 1903, ratified by the Act of 1903, chapter 54, the government had undertaken to guarantee the principal and interest of the bonds or other securities of the company to the limit of \$6,678,200, the company releasing claim to the balance remaining unpaid of the said subsidy, such guarantee to be secured by mortgage on the company's franchises, tolls and property. On February 1, 1904, a mortgage trust deed was executed, conveying to the Royal Trust Company (Montreal) as trustees, all the property and franchises of the company, and providing for the issue of bonds accordingly.

It was provided in this agreement that the government should have the right at any time, on one month's notice, to take over the company's undertaking, assets, property and franchises, on paying the shareholders the amount of their stock at par, not exceeding \$265,585.70, with simple interest at 5 per cent and a premium of 10 per cent on the par value of the paid-up shares.

Of the said subsidy of \$1,000,000, there had been paid to the company a total of \$374,353.33 prior to the execution of above agreement; and, subsequent to its execu-

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tion, payments were made from the proceeds of their bonds to the extent of \$5,016,453.66 (on certificates of the government engineer covering work done and materials delivered.\*

After the collapse of the bridge, the right of the government to take over the company's undertaking was exercised under the authority of an order in council of August 17, 1908. The date of assumption was December 1, 1908. The total of the amounts paid by the government to the several shareholders for their shares was \$355,279.07, payment being made to the parties concerned in November, 1908. The deed of assignment and transfer from the company to the government was dated October 18, 1909.

Under authority of an order in council of August 17, 1908, a board of three engineers was constituted for preparation of a new design and specifications, and for the reconstruction of the bridge, with powers to call in expert engineers as advisers on points of difference that might arise.

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

In June, 1910, the formal call for tenders was made by newspaper advertisement. In response, 35 different propositions were submitted, which were duly considered by the board, who, finally, after calling in advisory engineers, recommended the acceptance of an alternative design sent in by the St. Lawrence Bridge Company (with whom are associated the Dominion Bridge Company and the Canadian Bridge Company). This design the board considered to possess certain features of strength, simplification of erection, economical distribution of material, and general appearance which, in their opinion, would produce a bridge that 'would compare most favourably with the highest type of long-span bridges in existence.' By an order in council of March 31, 1911, authority was given for entrance into contract with the conjoined companies named, and such contract was executed under date April 4, 1911. The contract price is 9.02 cents a ton, and will aggregate about \$8,650,000, a saving of about \$2,600,000, having been effected by the elimination of the highways for vehicular traffic contemplated in the original design; the contract date for completion is December 31, 1915.

The bridge when constructed will have a total length of 3,228 feet, or about three-fifths of a mile. The centre span will be 1,800 feet long; the length of the suspended portion of it will be 640 feet. This span will, for a length of 760 feet over the channel of the river, have a height of 150 feet between its lower members and the high water level of the river. The two cantilever arms will each be 580 feet long. The width of the bridge between trusses will be 88 feet. The bridge will comprise a double-track railway, and two sidewalks for foot passengers.

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\* The history of the government's connection with the bridge prior to its collapse is given in the Departmental Annual Report of 1907-8, p. XLVII.

Under date of January 10, 1910, a contract for the substructure was entered into with Messrs. M. P. and J. T. Davis, whose tender was the lowest of three obtained after newspaper advertisement calling for tenders; and supplementary agreements necessitated by changes in the caisson design and in the location of the north anchor pier, were made with them on May 23, 1910, and September 2, 1911.

The Board of Engineers for reconstruction, as originally constituted, has been modified by retirements and is at present composed as follows:—Charles N. Monsarrat, M. Can. Soc. C.E., chairman and chief engineer; Ralph Mojeski, Am. Soc. C.E., and C. C. Schneider, Can. Soc. C.E., and past president Am. Soc. C.E.

The headquarters of the board are in Montreal.

The report of the board for the year ended on March 31, 1913, will be found printed in the appendices hereto, Part V.

The expenditure during the past fiscal year up to March 31, 1913, was \$1,512,825.96, paid out of capital, and making the total capital expenditure \$2,343,652.43, adding to which, the expenditure from income, namely, for the year 1908-9, \$422,867.12 (in which is included the amount \$355,279.07, paid for acquiring the stock of the Quebec Bridge and Railway Company, and \$31,765.44, the expenses of the commission of inquiry into the causes of the collapse of the old structure), and for the year 1909-10, \$111,782.02, for the preparation of plans, etc., against which there is to be credited the sum of \$100,000 paid in 1910 to the government by the Phoenix Bridge Company, the contractors for the original superstructure, in the final adjustment of claims arising out of the collapse, the total net cost to the government up to March 31, 1913, is \$2,778,337.57. This is irrespective of the amount of subsidy, \$374,353.33 paid to the Quebec Bridge Company as above mentioned.

The report of the board shows that up to March 31, 1913, the caisson for the south main pier had been successfully sunk to bed rock, about 86 feet below the bed of the river, or 102 feet below extreme high water, and had been filled with concrete up to the point from which the granite shaft of the pier will start. Satisfactory foundations for the south anchor pier had been reached.

On the north side of the river, the north intermediate pier supporting the approach spans had been completed, and satisfactory foundations had been obtained for the north anchor pier, and before the close of the season eleven courses of masonry had been laid. The shaft of the north main pier had been carried up to a point two feet below extreme high water.

The Chairman and Chief Engineer states that all the difficult work necessitating caissons and the use of compressed air has been completed, and that the remainder is above high water, will present no problems, and will be carried on much more rapidly.

As to the superstructure, he states that the contractors have constructed a large plant at Rockfield for the fabrication of the requisite steel, and that actual manufacturing was started in February, 1913; it is expected that their shops will be able to turn

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out about 2,000 tons of finished steel per month. The removal, under contract, of the unused material of the old bridge has continued, and about one-third of the total quantity has been removed.

The result of tests made under the supervision of the board shows that the members of the bridge as designed are able to develop the strength called for by the specifications.

## SUBSIDIZED RAILWAYS.

Information as to subsidized railways is given in the statements of the accountant and the law clerk of the department, respectively, which will be found in the appendices hereto. The accountant's statements show all payments made, year by year, since the beginning of the system of railway subsidies; the law clerk's statement shows the several subsidy agreements entered into during the past year, with certain details of the specification in each case.

The total payments made on subsidy account during the year ended March 31, 1913, amounted to \$4,935,507.35.

## BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3 Edward VII, chap. 58 (1903), amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished, and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members (increased to six by the Act of 1908, chap. 62), to be appointed by the Governor in Council; this Act was brought into force on February 1, 1904, by proclamation, on the authority of an order in council, dated January 18, 1904, which also appointed certain persons as commissioners. By the Act of 1908, chap 61, the jurisdiction of the board was extended to cover the operation of telegraph and telephone lines, and by the Act of 1908, chap. 62, certain amendments were made to its constitution and otherwise. By the Act of 1909, chap 31, the board was empowered to determine the maximum price to be charged for electricity developed through water powers leased from the Crown. An Act of 1910, chap 50, amended certain provisions of the Railway Act regarding the powers of the board, and the Act of the same year, chap 57, extended the jurisdiction of the board to cover the fixing by it of the tariffs of wireless telegraph and marine electric telegraphs or cables. The Act of 1911, chap. 22, gave powers to the board to require from railway companies the establishment of a staff of fire-rangers, modified the previous enactments regarding the disposal of electricity developed through government leased water powers, and amongst other enactments, made provision for action, through the board, to ensure the efficient operation of subsidized railways. The office of the board is at Ottawa, though it is authorized to hold sessions in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

It is required to make, annually, a report of its proceedings, which report is laid before parliament. The report for the year ended March 31, 1913, has been received, and will be laid before parliament in due course.

## CANALS.

The total expenditure on the Dominion canals for the twelve months ended March 31, 1913, was \$3,852,999.35, comprising \$2,250,257.45 charged to capital; \$331,987.21 charged to income; \$703,285.32 for staff; and \$558,469.37 for repairs; the last two items being charged to revenue.

The balance of rentals due on April 1, 1912, was \$174,312.44. The rentals accrued during the year amounted to \$231,913.20, making a total of \$406,225.64. Of this amount, there was collected during the year a total, after deducting abatements, \$19,607.77, of \$228,227.28. The balance remaining due on March 31, 1913, was \$158,390.59. It should be observed that, as a general rule, rentals are payable in advance, this fact accounting, to a considerable extent, for the large amount of rentals due at the end of each year.

The total revenue collected amounted to \$309,072.10, the balance being made up of wharfage dues, fines, etc., and a total of \$61,229.70 derived from the operation of the Port Colborne grain elevator on the Welland Canal. Of this amount, refunds were made to the extent of \$1,504.44, leaving the net revenue \$307,567.66.

No tolls are charged on any of the Dominion canals.

Summaries of these expenditures and receipts will be found in the statements furnished by the accountant of the department, printed in the appendices, Part I, of the present report.

The above figures relate to the fiscal year 1912-13, but very voluminous statistics relating to canal traffic, and various commercial statistics for the season of navigation of the year 1912, will be found in the 'Canal Statistics,' which are issued as a separate report.

The principal facts of these statistics, summarized, are as follows:—

The total traffic through the several canals of the Dominion for the season of 1912 amounted to 47,587,245 tons, an increase of 9,556,892 tons compared with the previous year. 292,267 passengers were carried, a decrease of 12,637.

The following features of the principal canal traffic during the season of 1912 will be of interest:—

On the Welland canal, 2,851,915 tons of freight were moved, an increase of 314,286 tons. Of the total, 1,205,912 tons were agricultural products and 227,684 tons produce of the forest; of coal, 534,201 tons were carried; 2,786,687 tons were through freight, of which 2,008,863 tons passed eastward.

Of the through freight, Canadian vessels carried 1,889,228 tons, an increase of 284,906 tons, and United States vessels 897,459 tons, a decrease of 7,950 tons.



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The total through freight passed eastward and westward through this canal to United States ports was 415,756 tons, a decrease of 69,599 tons, compared with the year 1911.

The quantity of grain passed down the Welland and St. Lawrence canals to Montreal was 961,855 tons, an increase of 124,931 tons, as compared with the previous year; no transshipments have been made at Ogdensburg since 1903.

On the St. Lawrence canals, 3,477,188 tons were moved, an increase of 371,477 tons, of which 2,518,307 tons were eastbound freight, and 958,881 tons westbound freight; 1,119,567 tons were agricultural products, 1,103,315 tons coal, and 578,760 tons forest products.

On the Ottawa River canals, the total quantity of freight moved was 392,350 tons, an increase of 72,279 tons, of which 226,600 tons were produce of the forest.

On the Chambly canal, 618,415 tons were moved, an increase of 18,586 tons, of which 425,313 tons were produce of the forest, and 120,305 tons of coal.

On the Rideau canal, 160,133 tons were carried, a decrease of 12,094 tons; 28,642 tons being produce of the forest, and 14,666 tons of coal.

On the St. Peter's canal, 74,809 tons were carried, a decrease of 489 tons; 35,543 tons were coal.

On the Murray canal, 170,081 tons passed, an increase of 6,624 tons.

On the Trent canal, 77,150 tons were moved, an increase of 19,860 tons, of which 67,489 tons were produce of the forest.

On the St. Andrew's lock on the Red river, Manitoba, the volume of business was 95,549 tons.\*

On the Sault Ste. Marie canal, the total movement of freight was 39,699,655 tons, being an increase of 8,717,946 tons. There were 7,856 passages of vessels, the number of lockages being 6,200. Of wheat, 117,679,934 bushels, and of other grain, 37,116,343 bushels were carried; 2,388,710 barrels of flour; 31,141,063 tons of iron ore; 2,945,441 tons of coal; and 31,982,500 feet, board measure lumber.

The report of the Chief Engineer of the department, and the reports of the officers under his immediate control, which will be found in Part VI of the appendices, give 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 near Halifax.

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\* This work, which consists of a lock and dam on the Red River about 15 miles north of Winnipeg, was built and is operated by the Department of Public Works. It affords communication between Winnipeg and Lake Winnipeg. It is only mentioned here for statistical purposes.

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## RAILWAY STATISTICS.

The digest of the sworn statements of railway companies relating to their operations in Canada for the twelve months ended June 30, 1913, is prepared by the Departmental Comptroller of Statistics, and is issued as a separate report.

## CANAL STATISTICS.

The traffic statistics of the Dominion canals for the season of navigation of 1913 are compiled under the direction of the same officer, and are also issued as a separate report.

I have the honour to be, sir,  
Your obedient servant,

A. W. CAMPBELL,  
*Deputy Minister.*

# APPENDICES



PART I

STATEMENTS

OF THE

ACCOUNTANT OF THE DEPARTMENT

SHOWING

EXPENDITURE ON RAILWAYS AND CANALS

*(Including Subsidized Railways)*

AND RECEIPTS

FOR THE YEAR 1912-13

AND PREVIOUS YEARS



GENERAL Statement of the EXPENDITURE of the Department of Railways and Canals during the Fiscal Year ending March 31, 1913.

TOTAL EXPENDITURE—as per Statements, pages 35 and 36.....			<u>\$40,551,877 07</u>
Expenditure chargeable to Railways.....	\$29,860,893 75		
“    “    Railways General.....	380,312 49		
“    “    Quebec Bridge.....	1,512,825 96		
“    “    Railway subsidies.....	4,935,507 35		
Total expenditure, Railways.....		<u>\$36,689,539 55</u>	
Expenditure chargeable to Canals.....	\$3,688,792 70		
“    “    Canals General.....	164,206 65		
Total expenditure, Canals.....			<u>3,852,999 35</u>
General expenditure.....	\$ 9,338 17		<u>9,338 17</u>
Total expenditure.....			<u>\$40,551,877 07</u>

CLASSIFICATION OF EXPENDITURE IN GENERAL.

Capital Account.....	\$21,148,051 51		
Revenue Account.....	13,766,180 34		
Income Account.....	702,137 87		
Consolidated Fund (railway subsidies) Income.....	4,935,507 35		
Total expenditure during fiscal year.....			<u>\$40,551,877 07</u>

CLASSIFICATION OF EXPENDITURE IN DETAIL.

*Railways.*

Capital expenditure—Railways.....	\$17,360,968 10		
“    “    Railways General.....	15,000 00		
Total expenditure.....		<u>\$17,375,968 10</u>	
Revenue expenditure—Railways.....	\$12,499,925 65		
“    “    Railways General.....	4,500 00		
Total expenditure.....		<u>12,504,425 65</u>	
Income “    Railways General.....	\$360,812 49		<u>360,812 49</u>

*Quebec Bridge.*

Capital expenditure—Quebec Bridge.....		<u>1,512,825 96</u>	
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*Railway Subsidies.*

Consolidated Revenue—Railway subsidies.....		<u>4,935,507 35</u>	
Total expenditure on Railways.....	<u>\$36,689,539 55</u>		

*Canals.*

Capital expenditure—Canals.....	\$2,255,448 21		
“    “    Canals General.....	3,809 24		
Total expenditure.....		<u>2,259,257 45</u>	
Income “    Canals.....	292,960 26		
“    “    Canals General.....	39,026 95		
Total expenditure.....		<u>331,987 21</u>	
Revenue “    Canals Staff.....	605,248 57		
“    “    Canals Staff, General.....	98,036 75		
“    “    Canals Repairs.....	535,135 66		
“    “    Canals Repairs, General.....	23,333 71		
Total expenditure on Canals.....	<u>\$3,852,999 35</u>		<u>1,261,754 69</u>
General expenditure—Income account.....			<u>9,338 17</u>
Total expenditure.....			<u>\$40,551,877 07</u>

Department of Railways and Canals,  
Ottawa, August 1, 1913.

W. C. LITTLE,  
*Accountant.*

GENERAL Statement of the REVENUE RECEIVED by the Department of Railways and Canals during the Fiscal Year ending March 31, 1913.

TOTAL REVENUE RECEIVED. . . . .		<u>\$12,749,771 12</u>
Revenue from Railways. . . . .	\$12,442,263 46	
Revenue from Canals . . . . .	<u>307,567 66</u>	
Total revenue as above. . . . .		<u>\$12,749,771 12</u>

STATEMENT OF REVENUE RECEIVED, IN DETAIL.

*Railways.*

Intercolonial Railway. . . . .	\$11,984,482 69	
Windsor Branch Railway. . . . .	<u>68,246 70</u>	
Prince Edward Island Railway. . . . .	\$12,052,729 39	
	<u>389,474 07</u>	
Total Revenue from Railways. . . . .		\$12,142,203 46

*Canals.*

Welland Canal. . . . .	\$ 50,873 73	
"    Elevator, Port Colborne. . . . .	60,828 06	
Lachine Canal. . . . .	144,574 79	
Beauharnois Canal. . . . .	14,944 89	
Cornwall Canal. . . . .	10,563 94	
Williamsburg Canal. . . . .	3,107 30	
Soulanges Canal. . . . .	3,576 00	
Chambly Canal. . . . .	711 50	
Carillon and Grenville Canal. . . . .	576 20	
Rideau Canal. . . . .	6,098 75	
Trent Canal. . . . .	10,866 51	
St. Peters Canal. . . . .	2 00	
Sault Ste. Marie Canal. . . . .	513 49	
Murray Canal. . . . .	200 00	
Ste. Anne's Lock Canal. . . . .	152 00	
Chats Falls Canal. . . . .	<u>1 00</u>	
	\$307,590 16	
Less refunds, St. Peters Canal. . . . .	<u>22 50</u>	
		307,567 66
Total Revenue received. . . . .		<u>\$12,749,771 12</u>

W. C. LITTLE,  
*Accountant.*

Department of Railways and Canals,  
Ottawa, August 1, 1913.



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## CANALS.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue.		Total Expenditure during year.
			Staff.	Repairs.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Carillon } Grenville }		774 60	25,730 35	16,299 00	42,803 95
Chambly.....	12,529 07	3,486 97	34,323 21	44,748 39	95,087 64
Cornwall.....		29,753 37	79,897 25	56,423 40	166,074 02
Lachine.....	463,291 97		89,509 15	91,689 64	644,490 76
Murray.....		11,254 14	5,512 70	2,955 94	19,722 78
Rideau.....	41,565 00	21,992 94	56,863 98	91,984 66	212,406 58
Sault Ste. Marie.....	45,941 17	13,726 84	27,588 62	26,762 40	114,019 03
Soulanges.....	180,816 28		38,080 18	27,221 50	246,117 96
Ste. Anne's Lock.....			2,769 63	2,298 26	5,067 89
St. Ours Lock.....		2,678 37	3,550 02	2,449 44	8,657 83
St. Peters.....		39,143 77	5,144 13	807 78	45,095 68
Trent.....	1,162,695 75	41,499 98	47,431 26	50,049 83	1,301,586 82
Welland.....	347,711 15	39,674 82	156,598 55	93,231 29	637,215 81
Williamsburg.....		3,541 48	32,269 54	28,214 13	64,025 15
Galops Canal.....	1,372 82	21,701 59			26,074 41
Farran's Point.....		15,706 14			15,706 14
Rapide Plat.....		45,025 25			45,025 25
Total.....	2,255,833 21	292,960 26	605,248 57	535,135 66	3,689,177 70
Less Culbute Canal unclaimed cheques.....	385 00				385 00
	2,255,448 21	292,960 26	605,248 57	535,135 66	3,688,792 70
GENERAL ON CANALS.					
Dredge Vessels—Lachine.....				7,010 28	7,010 28
" Rideau.....				14,814 77	14,814 77
Miscellaneous.....			2,650 92	620 41	3,271 33
Miscellaneous Works not provided for.....		842 33			842 33
Civil Service Gratuities.....		4,830 75			4,830 75
Statistical Officers.....			33,423 96		33,423 96
Sunday Labour.....			40,415 85		40,415 85
Surveys and Inspections.....		13,932 44			13,932 44
New Tug.....	3,809 24				3,809 24
Maintenance, staff.....			21,546 02		21,546 02
Protection wall north side Lake St. Francis.....		5,601 72			5,601 72
Automatic water gauges.....		298 44			298 44
Removing old stone piers of bridge over lost channel, St. Timothé.....		374 34			374 34
Dredging.....		7,146 93			7,146 93
Completing macadamizing of H. B. Dyke.....		6,000 00			6,000 00
Hungry B., and Ste. Barbe Dyke Repairs.....				888 25	888 25
Total.....	3,809 24	39,026 95	98,036 75	23,333 71	164,206 65
Total.....	2,259,257 45	331,987 21	703,285 32	558,469 37	3,852,999 35

Grand total on canals, \$3,852,999.35.

## RAILWAYS.

Name of work.	Chargeable to Capital.		Chargeable to Income.		Chargeable to Revenue.	
	\$	cts.	\$	cts.	\$	cts.
<b>RAILWAYS.</b>						
Intercolonial. . . . .	2,391,987	53			11,979,982	69
National Transcontinental. . . . .	13,766,916	39				
Prince Edward Island. . . . .	103,001	03			489,972	34
Windsor Branch. . . . .					29,970	62
Hudson Bay. . . . .	1,099,063	15				
Quebec Bridge. . . . .	1,512,825	96				
Total. . . . .	18,873,794	06			12,499,925	65
RAILWAY SUBSIDIES. . . . .			4,935,507	35		
<b>GENERAL ON RAILWAYS.</b>						
Purchase of car "Canada" for Governor General. . . . .	15,000	00				
Railway Commission—Maintenance. . . . .			171,044	24		
"    "    Statutory. . . . .			53,427	95		
Surveys and inspections—Including inspection Grand Trunk Pacific Railway. . . . .			99,935	59		
Railway grade crossing fund. . . . .			20,807	38		
Attendance, repairs and alterations to Governor General's car. . . . .			5,500	00		
To pay expenses in connection with consolidation of Railway Act. . . . .			3,000	00		
Contribution of Government railways to the Faculty of McGill University. . . . .			2,500	00		
Contribution of Government railways to Polytechnic School Montreal. . . . .			2,500	00		
Remuneration to Government Director, Grand Trunk Pacific Railway. . . . .			2,000	00		
Subscription to International Congress, Brussels. . . . .			97	33		
Compassionate allowance to Mrs. E Bellavance, I.C.R. (special vote). . . . .					1,000	00
Compassionate allowance to Mrs. Emily Grenier, I.C.R. (special vote). . . . .					1,000	00
Compensation to O. Savary, I.C.R. (special vote). . . . .					500	00
Compassionate allowance to Mrs. Rebecca McDonald, I.C.R. (special vote). . . . .					1,000	00
Allowance to the infant children of the late Joseph Cuthbertson, I.C.R. (special vote). . . . .					1,000	00
Total. . . . .	15,000	00	360,812	49	4,500	00
Total on railways. . . . .	18,888,794	06	5,296,319	84	12,504,425	65
Grand total on railways including Quebec Bridge, \$36,689,539.55.						
<b>MISCELLANEOUS EXPENDITURE.</b>						
Cost of litigation. . . . .			194	81		
Miscellaneous investigations under the Inquiries Act. . . . .			9,143	36		
Total. . . . .			9,338	17		
Grand total on railways and canals, including miscellaneous expenditure. . . . .	21,148,051	51	5,637,645	22	13,766,180	34
Total amount of expenditure, \$40,551,877.07.						

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, Ordinary Repairs and Working Staff up to March 31, 1913.

## BAIE VERTE CANAL.

	Year ending.	Capital.	Income.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation.....	1868		
" " since " .....	1869		
" " " .....	1870		
" " " .....	1871		17,929 34
" " " .....	1872		6,399 41
" " " .....	1873		14,943 83
" " " .....	1874		4,018 90
" " " .....	1875		443 00
" " " .....	1876		110 75
" " " .....	1877		22 30
" " " .....	1878		
" " " .....	1879		
" " " .....	1880		
" " " .....	1881		520 00
" " " .....	1882		
" " " .....	1883		
" " " .....	1884		
" " " .....	1885		
" " " .....	1886		
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" " " .....	1899		
" " " .....	1900		
" " " .....	1901		
" " " .....	1902		
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" " " .....	1906		
" " " .....	1907		
" " " .....	1908		
" " " .....	1909		
" " " .....	1910		
" " " .....	1911		
" " " .....	1912		
" " " .....	1913		
Total .....			44,387 53

W. C. LITTLE,  
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 1, 1913.



SESSIONAL PAPER No. 20

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

## CARILLON AND GRENVILLE CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government		*			
Government expenditure prior to Confederation		63,053 64			
since	1868		19,817 22	6,301 88	8,911 42
"	1869			6,549 38	10,157 80
"	1870		4,167 96	6,617 81	9,852 29
"	1871		23,119 37	8,676 90	8,218 24
"	1872	165,257 28		8,324 51	17,235 31
"	1873	133,199 10	3,051 38	10,068 28	8,781 50
"	1874	245,258 38		10,710 88	10,605 82
"	1875	339,864 76		10,378 57	18,520 44
"	1876	326,203 16		10,764 38	11,475 96
"	1877	245,738 04		11,050 27	10,304 06
"	1878	22,676 20		11,401 30	5,082 72
"	1879	243,141 24		11,501 22	7,629 98
"	1880	281,514 27		11,959 14	7,625 54
"	1881	336,707 53		13,059 18	8,076 91
"	1882	433,084 39		14,387 49	7,582 68
"	1883	433,575 10		17,479 58	8,310 02
"	1884	399,267 16		17,393 91	7,918 42
"	1885	157,187 72		19,702 30	10,429 26
"	1886	104,973 24	75 00	20,597 82	9,303 31
"	1887	20,747 11		20,011 36	19,554 41
"	1888	38,996 29		21,531 12	10,036 62
"	1889	298 17		22,098 88	10,135 66
"	1890	17 58	4,526 61	15,896 16	7,582 38
"	1891		4,395 25	21,230 22	10,796 68
"	1892	34,585 64	15,036 48	17,458 69	8,620 15
"	1893	207 00	42,298 74	16,762 71	10,669 28
"	1894	385 55	20,034 94	14,144 98	11,620 09
"	1895		5,963 76	15,453 21	12,303 25
"	1896	3,850 31		13,995 69	12,161 10
"	1897	1,908 44	4,939 20	13,780 29	11,607 95
"	1898	82,663 37	5,082 03	11,697 81	10,993 61
"	1899	39,999 37		11,919 27	11,478 88
"	1900	22,802 27	4,476 50	13,657 06	14,666 71
"	1901	4,930 65	9,331 95	13,342 22	13,416 00
"	1902		16,998 69	13,725 99	19,366 30
"	1903		15,992 52	14,348 17	17,766 28
"	1904		9,150 07	16,224 94	17,262 29
"	1905		8,715 46	15,858 19	19,977 19
"	1906		24,179 33	18,232 71	10,924 72
"	1907		9,393 38	16,749 03	7,036 40
"	1908		1,387 35	23,019 45	9,775 35
"	1909		68,597 37	23,085 54	10,758 01
"	1910		10,410 09	23,512 72	11,925 28
"	1911		9,051 98	23,608 04	11,303 46
"	1912			25,495 59	11,531 20
"	1913		774 60	25,730 35	16,299 00
Total		4,182,092 96	340,967 21	709,496 19	516,589 21

\* Expenditure not given—records relating to same were kept in Ordnance Office at Montreal and were destroyed by fire in 1852.

† Included in total cost of Ottawa River Works, *see* page 47. Cost of enlargement, \$4,119,039.32.

W. C. LITTLE,

*accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 1, 1913.

4 GEORGE V., A. 1914

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

	Year ending.	Capital.		Renewals Chargeable to Income.		Staff.		Repairs.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Government expenditure prior to Confederation since	1868	634,711	76			8,312	90	9,355	70
"	1869					8,437	22	13,120	97
"	1870					8,934	41	20,180	73
"	1871			2,839	85	10,214	71	22,426	33
"	1872			1,906	40	9,628	50	22,327	99
"	1873					759	00	10,390	44
"	1874					2,810	00	11,675	67
"	1875	2,415	00					12,201	99
"	1876							16,427	19
"	1877	80	00					12,201	99
"	1878							10,593	14
"	1879							13,273	56
"	1880							10,281	78
"	1881							10,413	99
"	1882							6,022	96
"	1883							11,301	53
"	1884							8,809	77
"	1885							11,516	22
"	1886							13,950	47
"	1887							20,705	17
"	1888			31,796	41			16,686	78
"	1889			21,332	36			16,843	60
"	1890			15,904	38			15,182	24
"	1891			41,640	77			12,003	34
"	1892			21,049	23			18,448	85
"	1893			14,547	27			18,378	55
"	1894			17,911	17			13,046	95
"	1895			65,536	64			19,501	28
"	1896			51,437	87			19,053	62
"	1897			23,221	48			20,073	60
"	1898			43,344	41			19,679	22
"	1899			38,353	99			19,655	38
"	1900			21,127	65			19,204	76
"	1901			8,567	78			19,665	22
"	1902			6,147	63			19,310	29
"	1903			3,694	63			19,040	93
"	1904			12,665	88			19,325	49
"	1905			13,184	68			19,349	65
"	1906			*150.00				18,754	17
"	1907			15,255	42			17,992	90
"	1908			5,448	88			18,336	50
"	1909			1,195	09			18,397	58
"	1910			19,132	80			18,397	58
"	1911			8,977	43			17,529	48
"	1912			26,701	59			17,313	02
"	1913			33,066	50			19,286	10
"	1914			26,192	72			21,544	69
"	1915			29,953	80			26,970	79
"	1916			34,264	31			26,039	53
"	1917	157	90	35,784	54			19,916	33
"	1918	13,307	02	8,207	00			22,508	88
"	1919	30,479	41	8,717	20			30,627	72
"	1920	20,000	04	34,264	31			28,440	40
"	1921	15,469	29	35,784	54			29,198	76
"	1922	12,529	07	8,207	00			34,796	66
"	1923			3,486	97			34,323	21
Total		†728,999	47	727,097	75	841,414	37	787,829	80

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

† Chamby Canal and Richelieu River.

Chamby Canal, as above	\$ 728,999 49
St. Ours Lock, see page 53	125,843 93

Less amounts deducted at Confederation, see Public Accounts, 1868, part I, page 9.	\$ 854,843 42
--	---------------

Government expenditure prior to Confederation.

Chamby Canal as above	\$ 634,711 76
St. Ours Lock, see page 53	121,537 65

\$ 756,249 41

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

322,441 58

Agreeing with Public Accounts, 1913, page 4 \$ 532,401 84

## SESSIONAL PAPER No. 20

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

## CORNWALL CANAL.

—	Year ending.	Chargeable to Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....		1,933,152	69			
Government expenditure since Confederation.....	1868			2,786	11,244	3,774
" " " ".....	1869	10,692	04		10,347	3,859
" " " ".....	1870			17,780	10,368	7,145
" " " ".....	1871			7	11,848	8,891
" " " ".....	1872			10,000	10,594	8,163
" " " ".....	1873			1,011	13,042	12,467
" " " ".....	1874				13,405	7,610
" " " ".....	1875	1,780	00		13,351	7,097
Cost of original construction.....			1,945,624	73		
Expenditure by Dominion Government.....	1876				13,320	6,423
" " " ".....	1877	49,211	37		13,375	6,440
" " " ".....	1878	145,015	45		13,825	4,935
" " " ".....	1879	143,032	05		13,817	4,983
" " " ".....	1880	109,454	95		14,440	9,735
" " " ".....	1881	53,948	14		15,173	5,524
" " " ".....	1882	44,587	61		15,052	6,634
" " " ".....	1883	21,728	93		18,283	8,361
" " " ".....	1884	22,018	13		18,475	9,007
" " " ".....	1885	62,034	90	16,298	15,988	12,368
" " " ".....	1886	57,820	83	6,960	15,994	11,832
" " " ".....	1887	46,966	43		17,520	12,100
" " " ".....	1888	67,945	74		16,938	13,942
" " " ".....	1889	163,993	85		17,890	58,205
" " " ".....	1890	365,038	01	2,000	17,063	12,758
" " " ".....	1891	599,001	85	1,459	16,077	9,830
" " " ".....	1892	398,555	25	2,345	15,596	9,864
" " " ".....	1893	352,536	13		15,173	9,668
" " " ".....	1894	404,990	22		15,344	7,733
" " " ".....	1895	450,689	65	21,497	15,414	13,053
" " " ".....	1896	448,408	31	2,175	15,472	25,259
" " " ".....	1897	438,487	51		15,540	16,438
" " " ".....	1898	133,208	96		15,011	15,431
" " " ".....	1899	37,649	00	15,960	16,000	14,623
" " " ".....	1900	169,889	51	18,547	18,798	13,998
" " " ".....	1901	62,032	47		17,104	13,166
" " " ".....	1902	90,535	18		17,896	15,045
" " " ".....	1903	77,833	81		70,129	19,205
" " " ".....	1904	113,795	16	1,730	45,792	20,932
" " " ".....	1905	104,093	45	8,324	71,073	28,100
" " " ".....	1906	37,879	09	20,063	71,246	31,893
" " " ".....	1907	5,218	03	4,191	52,050	24,489
" " " ".....	1908	9,897	90	11,270	73,651	35,703
" " " ".....	1909	495	00	151,628	75,581	42,978
" " " ".....	1910	89	54	35,549	76,519	51,330
" " " ".....	1911			76,719	78,583	45,362
" " " ".....	1912	8,037	07	60,352	83,784	59,338
" " " ".....	1913			29,753	79,897	56,423
Cost of enlargement.....			5,297,179	48		
Total.....			7,242,804	21	518,415	99
					1,303,105	20
						822,141
						38

\* Included in total cost of St. Lawrence River and Canals, See page 52.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 1, 1913.

4 GEORGE V., A. 1914

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

## CULBUTE LOCK AND DAM.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation.	1868				
" " " "	1869				
" " " "	1870				
" " " "	1871				
" " " "	1872				
" " " "	1873		835 53		
" " " "	1874		38,388 99		
" " " "	1875	63,659 29			
" " " "	1876	76,842 44			
" " " "	1877	56,981 87			
" " " "	1878	5,933 53			
" " " "	1879	20,694 19			
" " " "	1880	16,688 20		202 50	259 31
" " " "	1881	4,721 62		962 85	
" " " "	1882	29,567 15		790 00	162 33
" " " "	1883	14,249 60		695 00	288 99
" " " "	1884	8,151 16		733 50	
" " " "	1885	19,071 76		730 00	572 75
" " " "	1886	26,385 27		730 00	2,396 14
" " " "	1887	7,760 88		730 00	967 33
" " " "	1888	7,573 99		739 50	730 60
" " " "	1889	17,112 01		1,050 00	116 53
" " " "	1890	2,818 35		747 83	
" " " "	1891	2,183 15	9,122 05	745 25	499 91
" " " "	1892		1,546 25	736 00	
" " " "	1893		1,420 65	749 00	13 55
" " " "	1894		2,540 14	730 00	494 43
" " " "	1895		1,475 26	436 05	434 28
" " " "	1896				
" " " "	1897				
" " " "	1898				100 00
" " " "	1899				
" " " "	1900	3,085 00			
" " " "	1901	197 00			
" " " "	1902		1,135 00		
" " " "	1903				
" " " "	1904		2,204 50		
" " " "	1905		2,255 00		
" " " "	1906				
" " " "	1907				
" " " "	1908				
" " " "	1909				
" " " "	1910				
" " " "	1911				
" " " "	1912				
Less unclaimed Cheques	1913		285 00		
Total		\$382,391 46	60,923 37	11,507 48	7,036 15

\* Included in total cost of Ottawa River Works. *see* page 47.W. C. LITTLE,  
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 1, 1913.



## SESSIONAL PAPER No. 20

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

	Year ending	Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure by Imperial Government.....		40,000 00				
Government expenditure prior to Confederation.....		2,547,532 85				
Government expenditure since Confederation.....	1868			1,852 70	13,742 05	10,431 51
" ".....	1869	2,000 00			14,269 02	12,065 84
Cost of original construction and enlargement from 1845 to 1848 Expenditure by Dominion Government.....			2,589,532 85			
" ".....	1870				15,834 49	13,302 39
" ".....	1871			12,231 40	17,478 52	15,093 25
" ".....	1872	36,768 15			16,076 93	12,334 69
" ".....	1873	7,824 28		35,158 21	23,601 03	34,300 60
" ".....	1874	158,618 35			25,811 07	22,828 66
" ".....	1875	197,420 52			28,592 01	30,957 34
" ".....	1876	327,769 39			33,797 73	29,103 65
" ".....	1877	1,439,375 73			33,148 86	19,824 33
" ".....	1878	1,484,619 63			39,062 97	13,646 41
" ".....	1879	958,053 30			42,338 84	12,400 78
" ".....	1880	369,566 74			38,950 90	10,223 62
" ".....	1881	292,165 51			39,027 99	19,888 33
" ".....	1882	252,821 33		2,978 66	41,158 90	17,116 46
" ".....	1883	396,496 96		1,859 68	45,554 91	18,199 59
" ".....	1884	188,266 18			48,624 51	19,683 24
" ".....	1885	111,215 23			49,004 85	20,199 78
" ".....	1886	210,509 42			50,969 10	19,199 18
" ".....	1887	28,772 52		12,981 59	53,113 97	22,567 81
" ".....	1888	19,414 34		7,996 38	52,229 61	19,999 64
" ".....	1889	76,032 96		972 71	54,110 67	22,957 71
" ".....	1890	7,448 03		8,238 46	53,114 34	22,999 38
" ".....	1891	217 53		16,155 75	50,721 69	36,292 98
" ".....	1892	87,852 35		27,480 80	52,729 37	67,499 62
" ".....	1893	445,983 21		50,937 40	53,185 90	51,616 79
" ".....	1894	64,345 14		17,152 48	60,174 03	40,939 70
" ".....	1895	189,944 36		32,405 20	56,337 44	25,891 45
" ".....	1896	184,998 25		8,193 15	58,342 96	24,950 20
" ".....	1897	282,052 48		14,664 21	57,533 20	25,820 73
" ".....	1898	216,717 44		819 62	57,282 50	33,391 92
" ".....	1899	162,351 83		3,103 99	55,990 00	35,776 90
" ".....	1900	125,009 41		12,210 88	56,791 45	31,988 81
" ".....	1901	97,305 52		12,072 87	58,364 29	50,005 48
" ".....	1902	113,328 26		36,249 02	59,435 33	45,853 97
" ".....	1903	58,426 92		109,893 43	69,762 03	53,054 20
" ".....	1904	181,487 06		162,705 14	77,233 17	50,660 92
" ".....	1905	112,460 47		144,996 37	86,299 93	65,202 42
" ".....	1906	103,798 28		133,518 77	84,708 78	60,064 84
" ".....	1907	18,840 85		65,872 25	53,308 14	47,465 20
" ".....	1908	203,307 25		92,362 48	74,222 78	70,427 37
" ".....	1909	359,041 77		143,526 35	72,049 32	82,081 39
" ".....	1910	215,611 98		70,000 20	77,701 55	75,247 71
" ".....	1911	253,098 27		73,260 66	72,285 01	91,941 84
" ".....	1912	312,868 94		56,174 60	87,989 26	111,254 82
" ".....	1913	463,291 97			89,509 15	91,689 64
Cost of enlargement.....			10,815,438 11			
Total.....			13,404,970 96	1,368,025 41	2,351,419 65	1,707,563 09
Total expenditure on capital account as above.....						\$13,404,970 96
Less charged to St. Lawrence River and Canals, <i>see</i> page 52.....						82,950,104 15
Less expenditure by Imperial Government.....						40,000 00
						2,990,104 15
Agreeing with Public Accounts balance sheet 1913, page 4.....						\$10,414,866 81

4 GEORGE V., A. 1914

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

## LAKE ST. FRANCIS.

	Year	Capital.	Renewals, Chargeable to Income.
		\$ cts.	\$ cts.
Government expenditure since Confederation....	1868		
" " " " .....	1869		
" " " " .....	1870		
" " " " .....	1871		
" " " " .....	1872		
" " " " .....	1873		
" " " " .....	1874		
" " " " .....	1875		
" " " " .....	1876		
" " " " .....	1877		
" " " " .....	1878		
" " " " .....	1879		
" " " " .....	1880		
" " " " .....	1881		
" " " " .....	1882		
" " " " .....	1883		
" " " " .....	1884		
" " " " .....	1885		
" " " " .....	1886		
" " " " .....	1887		
" " " " .....	1888		
" " " " .....	1889		
" " " " .....	1890		
" " " " .....	1891		
" " " " .....	1892		
" " " " .....	1893		
" " " " .....	1894		
" " " " .....	1895		
" " " " .....	1896		
" " " " .....	1897		
" " " " .....	1898	3,420 00	
" " " " .....	1899	23,110 00	2,495 47
" " " " .....	1900	15,431 46	12,288 39
" " " " .....	1901	15,000 00	8,060 30
" " " " .....	1902	13,945 25	
" " " " .....	1903	5,000 00	
" " " " .....	1904		2,199 52
" " " " .....	1905	†	
" " " " .....	1906	†	
" " " " .....	1907	†	
" " " " .....	1908	†	
" " " " .....	1909	†	
" " " " .....	1910	†	
" " " " .....	1911	†	
" " " " .....	1912	†	
" " " " .....	1913	†	
Total.....		*75,906 71	25,043 68

\* Included in total cost of St. Lawrence River and Canals, see page 52.

† Transferred to Department of Marine and Fisheries in 1905.

W. C. LITTLE,  
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 1, 1913.

SESSIONAL PAPER No. 20

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

## LAKE ST. LOUIS.

	Year ending.	Chargeable to Capital.		Chargeable to Revenue.	
		\$	cts.	\$	cts.
Government expenditure prior to Confederation .....	1868				
" " since " .....	1869				
" " " " .....	1870				
" " " " .....	1871				
" " " " .....	1872				
" " " " .....	1873				
" " " " .....	1874				
" " " " .....	1875				
" " " " .....	1876				
" " " " .....	1877				
" " " " .....	1878				
" " " " .....	1879				
" " " " .....	1880				
" " " " .....	1881				
" " " " .....	1882				
" " " " .....	1883				
" " " " .....	1884				
" " " " .....	1885				
" " " " .....	1886				
" " " " .....	1887				
" " " " .....	1888				
" " " " .....	1889				
" " " " .....	1890				
" " " " .....	1891				
" " " " .....	1892				
" " " " .....	1893				
" " " " .....	1894				
" " " " .....	1895		4,753 14		
" " " " .....	1896		49,909 31		
" " " " .....	1897		73,300 41		
" " " " .....	1898		64,495 83		
" " " " .....	1899		57,607 79		
" " " " .....	1900		11,765 70		
" " " " .....	1901		12,918 31		
" " " " .....	1902		6,000 00		
" " " " .....	1903		9,508 72		
" " " " .....	1904		7,916 90		
" " " " .....	1905		†		
" " " " .....	1906		†		
" " " " .....	1907		†		
" " " " .....	1908		†		
" " " " .....	1909		†		
" " " " .....	1910		†		
" " " " .....	1911		†		
" " " " .....	1912		†		
" " " " .....	1913		†		
Total .....			*298,176 11		

\* Included in total cost of St. Lawrence River and Canals, see page 52.

† Transferred to Department of Marine and Fisheries in 1905.

W. C. LITTLE,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 1, 1913.

4 GEORGE V., A. 1914

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

## MURRAY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation since	1868		400 00		
"	1869				
"	1870				
"	1871				
"	1872				
"	1873				
"	1874				
"	1875				
"	1876				
"	1877				
"	1878				
"	1879				
"	1880				
"	1881				
"	1882	7,135 63			
"	1883	84,071 68			
"	1884	118,187 43			
"	1885	148,902 66			
"	1886	179,704 52			
"	1887	142,563 66			
"	1888	146,754 37			
"	1889	215 326 46			
"	1890	106,760 35		494 31	
"	1891	61,260 49		5,137 03	173 53
"	1892	5,964 22		5,803 48	3,505 15
"	1893	30,838 79		5,499 62	6,341 34
"	1894			5,667 52	5,295 57
"	1895			5,354 97	5,063 49
"	1896			5,409 10	5,410 33
"	1897			5,526 87	3,966 41
"	1898			5,799 94	4,710 23
"	1899			5,073 70	3,533 68
"	1900			5,613 83	2,777 60
"	1901			5,175 74	1,138 15
"	1902			5,254 51	6,377 19
"	1903	500 00		5,757 00	4,627 70
"	1904	750 00	2,521 13	5,291 43	6,075 94
"	1905	100 00	740 45	5,346 62	4,452 68
"	1905		293 75	5,183 61	2,840 91
"	1907		10,423 00	2,788 14	1,710 55
"	1908		37,334 70	4,244 42	2,953 23
"	1909	126 45	20,250 61	4,720 09	3,374 82
"	1910			4,378 74	2,674 57
"	1911			3,942 94	2,075 26
"	1912		14,390 45	4,213 21	3,344 46
"	1913		11,254 14	5,512 70	2,955 94
Total		\$1,248,946 71	97,608 23	117,189 52	84,978 73

\* Agreeing with Public Accounts Balance Sheet, 1913, page 4.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 1, 1913.

SESSIONAL PAPER No. 20

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

## OTTAWA RIVER WORKS.

Ste. Anne's Lock, page 51.....	.....	\$1,170,215 63
Carillon and Grenville Canal, page 39.....	.....	4,182,092 96
Culbute Canal, page 42.....	.....	382,391 46
Rideau Canal, page 48.....	\$4,127,454 21	
Less expenditure by Imperial government.....	3,911,701 47	215,752 74
<hr/>		
Total Ottawa River Works (Capital).....	.....	\$5,950,452 79
Add expenditure on slides and booms prior to Confederation .....	\$719,247 13	
Add expenditure on slides and booms since Confederation .....	7,243 60	
Add expenditure on Chats Falls Canals prior to Confederation .....	482,950 81	
Add expenditure in 1881, charged to Miscel- laneous, see page 229, part ii, Public Accounts .....	1,136 84	
Add amount transferred, see page xxxvi, Public Accounts Balance Sheet, 1881.....	233,555 85	
<hr/>		1,444,134 23
<hr/>		87,394,587 07
Less expenditure prior to Confederation, trans- ferred to Income Account.....	\$320,618 28	
Less expenditure in 1872, on Carillon and Gren- ville Canal, as shown in Public Accounts Balance Sheet, page xx, under Miscel- laneous .....	165,257 28	
<hr/>		485,875 56
<hr/>		
Agreeing, less outstanding cheques, with Balance Sheet, Public Accounts, 1913, page 4.....		\$6,908,711 46
<hr/>		

W. C. LITTLE,  
*Accountant.*

Department of Railways and Canals,  
Ottawa, August 1, 1913.



SESSIONAL PAPER No. 20

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

## SAULT STE. MARIE CANAL.

	Year ending.	Capital.		Renewals Chargeable to Income.		Staff.		Repairs.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Government expenditure since Confederation.	1868	.....	.....	.....	.....	.....	.....	.....	.....
" " " "	1869	.....	.....	.....	.....	.....	.....	.....	.....
" " " "	1870	.....	.....	.....	.....	.....	.....	.....	.....
" " " "	1871	.....	.....	.....	.....	.....	.....	.....	.....
" " " "	1872	.....	.....	949	35	.....	.....	.....	.....
" " " "	1873	.....	.....	.....	.....	.....	.....	.....	.....
" " " "	1874	.....	.....	.....	.....	.....	.....	.....	.....
" " " "	1875	.....	.....	.....	.....	.....	.....	.....	.....
" " " "	1876	.....	.....	.....	.....	.....	.....	.....	.....
" " " "	1877	.....	.....	.....	.....	.....	.....	.....	.....
" " " "	1878	.....	.....	.....	.....	.....	.....	.....	.....
" " " "	1879	.....	.....	.....	.....	.....	.....	.....	.....
" " " "	1880	.....	.....	.....	.....	.....	.....	.....	.....
" " " "	1881	.....	.....	.....	.....	.....	.....	.....	.....
" " " "	1882	.....	.....	.....	.....	.....	.....	.....	.....
" " " "	1883	.....	.....	.....	.....	.....	.....	.....	.....
" " " "	1884	.....	.....	.....	.....	.....	.....	.....	.....
" " " "	1885	.....	.....	.....	.....	.....	.....	.....	.....
" " " "	1886	.....	.....	.....	.....	.....	.....	.....	.....
" " " "	1887	.....	.....	.....	.....	.....	.....	.....	.....
" " " "	1888	.....	8,145 06	.....	.....	.....	.....	.....	.....
" " " "	1889	.....	34,018 95	.....	.....	.....	.....	.....	.....
" " " "	1890	.....	176,568 55	.....	.....	.....	.....	.....	.....
" " " "	1891	.....	325,336 33	.....	.....	.....	.....	.....	.....
" " " "	1892	.....	341,474 31	.....	.....	.....	.....	.....	.....
" " " "	1893	.....	589,801 25	.....	.....	.....	.....	.....	.....
" " " "	1894	.....	1,316,529 29	.....	.....	.....	.....	.....	.....
" " " "	1895	.....	466,151 50	.....	.....	3,432 73	.....	.....	.....
" " " "	1896	.....	189,986 59	.....	.....	16,074 70	.....	2,650 17	.....
" " " "	1897	.....	209,561 82	.....	.....	15,381 59	.....	7,671 79	.....
" " " "	1898	.....	21,004 56	.....	.....	14,389 92	.....	8,172 09	.....
" " " "	1899	.....	63,935 48	.....	.....	13,840 24	.....	6,564 40	.....
" " " "	1900	.....	27,157 98	.....	.....	13,901 40	.....	13,219 87	.....
" " " "	1901	.....	323,353 93	.....	48 39	13,730 93	.....	10,289 18	.....
" " " "	1902	.....	122,505 73	.....	.....	15,920 80	.....	14,839 71	.....
" " " "	1903	.....	65,933 43	.....	.....	16,077 22	.....	10,855 70	.....
" " " "	1904	.....	32,029 54	.....	.....	14,653 35	.....	9,491 44	.....
" " " "	1905	.....	110,181 69	.....	.....	15,681 55	.....	14,776 33	.....
" " " "	1906	.....	120,000 00	.....	.....	15,878 11	.....	20,086 15	.....
" " " "	1907	.....	95,504 63	.....	.....	12,290 94	.....	11,520 53	.....
" " " "	1908	.....	140,433 22	.....	.....	20,345 38	.....	23,206 00	.....
" " " "	1909	.....	42,109 63	.....	11,453 28	15,231 79	.....	16,462 29	.....
" " " "	1910	.....	46,809 13	.....	147,147 52	18,976 64	.....	20,300 77	.....
" " " "	1911	.....	54,797 37	.....	77,066 45	24,951 49	.....	19,357 74	.....
" " " "	1912	.....	18,227 10	.....	29,706 21	27,054 50	.....	28,798 51	.....
" " " "	1913	.....	45,941 17	.....	13,726 84	27,588 62	.....	26,762 40	.....
Total .....		.....	*4,987,498 24	.....	280,098 04	315,401 90	.....	265,623 07	.....

\* Agreeing with Public Accounts, 1913, page 1.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 1, 1913.

4 GEORGE V., A. 1914

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

## SOULANGES CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation since.	1868				
" " " "	1869				
" " " "	1870				
" " " "	1871				
" " " "	1872				
" " " "	1873				
" " " "	1874				
" " " "	1875				
" " " "	1876				
" " " "	1877				
" " " "	1878				
" " " "	1879				
" " " "	1880				
" " " "	1881				
" " " "	1882				
" " " "	1883				
" " " "	1884				
" " " "	1885				
" " " "	1886				
" " " "	1887				
" " " "	1888				
" " " "	1889				
" " " "	1890				
" " " "	1891				
" " " "	1892	54,235 76			
" " " "	1893	210,336 24			
" " " "	1894	723,380 95			
" " " "	1895	752,016 53			
" " " "	1896	535,939 07			
" " " "	1897	363,126 06			
" " " "	1898	1,016,401 00			
" " " "	1899	1,442,824 22			
" " " "	1900	693,806 24		6,711 84	5,000 00
" " " "	1901	462,626 36	115 00	25,154 78	5,888 77
" " " "	1902	235,021 79		22,672 50	2,267 13
" " " "	1903	248,929 10		31,987 06	10,362 23
" " " "	1904	113,328 45	15,608 69	25,235 25	39,382 01
" " " "	1905	34,202 71	30,406 25	25,432 49	21,174 84
" " " "	1906	5,000 22	16,033 79	24,817 37	17,096 33
" " " "	1907	13,508 88	3,216 29	19,964 04	15,604 71
" " " "	1908	50,634 01	4,245 18	28,988 36	35,687 11
" " " "	1909	17,795 79	12,363 78	32,324 20	34,802 37
" " " "	1910	153,022 23	2,299 93	32,851 69	46,287 16
" " " "	1911	102,699 69	3,999 58	32,283 03	37,532 93
" " " "	1912	286,787 88	14,375 47	36,871 50	38,554 54
" " " "	1913	180,816 28		38,080 18	27,221 50
Total.....		*7,696,439 46	102,663 96	383,374 29	336,861 63

\*Included in total cost of St. Lawrence River and Canals. *see* page 52.

W. C. LITTLE,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 1, 1913.



SESSIONAL PAPER No. 20

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

## STE. ANNE'S LOCK AND CANAL.

	Year ending	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation since		134,456 51			
"	1868			778 16	432 47
"	1869			1,062 96	1,873 51
"	1870			1,136 54	1,280 36
"	1871			1,285 84	1,539 02
"	1872		1,939 46	1,106 80	1,393 63
"	1873		540 11	2,199 64	1,264 40
"	1874	12,753 27		2,614 90	7,208 63
"	1875	32,627 71		1,859 20	4,506 68
"	1876	24,935 85		1,952 14	4,033 72
"	1877	30,003 08		1,982 65	1,756 93
"	1878	14,618 85		2,057 32	541 95
"	1879	22,113 02		2,202 03	3,259 70
"	1880	3,054 68		2,152 57	1,704 71
"	1881	69,042 76		2,553 02	3,257 92
"	1882	193,158 36		2,611 30	2,343 99
"	1883	172,959 95		2,569 86	3,448 83
"	1884	142,006 25		2,775 32	2,725 49
"	1885	93,679 57		2,618 60	4,042 04
"	1886	123,681 67		2,611 90	5,803 01
"	1887	45,276 08	6,054 10	2,537 41	1,499 96
"	1888	18,910 55	1,372 59	2,505 61	1,380 75
"	1889	24,786 33		2,569 22	1,730 79
"	1890	6,151 14		2,571 04	1,525 51
"	1891		8,173 69	2,505 69	1,503 56
"	1892		25,471 61	2,571 28	1,666 21
"	1893		6,521 88	2,581 08	2,800 03
"	1894		3,497 56	2,640 00	2,799 63
"	1895		3,694 33	2,508 14	3,025 91
"	1896			2,495 54	4,993 89
"	1897			2,357 51	1,688 12
"	1898			1,904 10	1,699 44
"	1899			1,929 12	1,997 96
"	1900			1,840 51	2,679 21
"	1901			1,895 89	3,999 02
"	1902			1,994 52	3,015 97
"	1903		1,984 39	2,072 17	4,684 42
"	1904			2,292 94	2,244 13
"	1905			2,151 01	6,091 44
"	1906			2,259 16	2,291 86
"	1907		2,449 96	1,595 62	901 47
"	1908		2,501 42	2,248 29	1,693 63
"	1909		199 67	2,292 19	4,290 57
"	1910		2,539 76	2,267 60	2,446 28
"	1911		2,880 93	2,315 34	2,628 91
"	1912			2,770 51	2,738 40
"	1913			2,769 63	2,298 26
Total		*1,170,215 63	69,621 46	100,562 87	122,735 32

\*Included in total cost of Ottawa River Works, *see* page 47.

Original Construction	\$ 134,456 51
Enlargement, including new lock	1,035,759 12
	\$ 1,170,215 63

W. C. LITTLE,

*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, August 1, 1913.

4 GEORGE V., A. 1914

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

## ST. LAWRENCE RIVER AND CANALS, SURVEYS, &amp;c.

	Year ending.	CHARGEABLE TO CAPITAL.				Chargeable to Income.
		North Channel.	River Reaches.	Galeps Channel.	Total.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation					18,442 85	98,378 46
Government expenditure since Confederation	1868					
"	1869					
"	1870					
"	1871					
"	1872					
"	1873				33,241 69	
"	1874				26,541 30	
"	1875				20,611 36	
"	1876				50,215 47	
"	1877				47,377 31	
"	1878				5,570 46	
"	1879				9,265 77	
"	1880				9,214 56	
"	1881				6,927 96	
"	1882		6,933 45	22,000 00	28,933 45	
"	1883		3,574 31	41,300 00	44,874 31	
"	1884		15,546 03	74,300 00	89,846 03	
"	1885		13,710 17	101,400 00	115,110 17	
"	1886		16,251 73	99,800 00	116,051 73	
"	1887		20,037 31	54,400 00	74,437 31	
"	1888		16,082 85	40,400 00	56,482 85	
"	1889		1,293 92	17,200 00	18,493 92	
"	1890		18,279 91	3,700 00	23,979 91	
"	1891		35,137 25		35,137 25	
"	1892		59,779 31		59,779 31	
"	1893		52,643 39		52,643 39	
"	1894		13,721 66		13,721 66	
"	1895		1,223 72	181,552 03	182,775 75	
"	1896		7,457 05		7,457 05	
"	1897		12,347 31		12,347 31	
"	1898	171,336 65	7,491 11	32,710 00	211,537 76	
"	1899	461,979 50	9,366 47	42,430 00	513,775 97	
"	1900	225,000 00	72,484 41	50,000 00	347,484 41	
"	1901	184,790 34	19,389 75	91,211 97	295,392 06	
"	1902	125,000 00	29,268 64	24,037 85	178,306 49	
"	1903	126,833 94	16,432 28	25,000 00	168,266 22	
"	1904	68,595 42	9,634 66	6,450 00	84,680 08	
"	1905	93,025 89	25,743 51	49,734 70	168,504 10	
"	1906	83,028 98		26,506 26	109,535 24	
"	1907	61,528 34		13,350 00	74,878 34	
"	1908	40,500 00		12,976 77	53,476 77	
"	1909	42,770 45		25,378 21	68,148 66	
"	1910	34,389 32		2,057 86	36,447 18	13,694 97
"	1911					16,224 68
"	1912					
"	1913					
Total		1,718,778 83	483,830 20	1,039,895 65	3,469,913 41*	128,298 11

\*In this total is included an expenditure on capital account of \$227,408.73 on the St. Lawrence River and Canals for the period previous to 1882.

## ST. LAWRENCE RIVER AND CANALS, SURVEYS, &amp;c.

St. Lawrence River and Canals, as above	\$ 3,469,913 41
Beauharnois Canal, <i>see</i> page 38	1,636,690 26
Cornwall Canal " 41	7,242,804 21
Williamsburg Canal " 58 and 59	10,490,184 51
Lake St. Louis " 45	298,176 11
Soulanges Canal " 50	7,696,439 46
Lachine Canal, prior to Confederation to June 30, 1875, <i>see</i> page 43	2,950,104 15
Lake St. Francis, <i>see</i> page 44	75,906 71

Agreeing with Public Accounts balance, 1913, page 4.....\$ 33,860,218 82

DEPARTMENT OF RAILWAYS AND CANALS,

W. C. LITTLE,

OTTAWA, August 1, 1913.

Accountant.

SESSIONAL PAPER No. 20

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

## ST. OURS LOCK.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		121,537 65			
" since	1868			1,532 75	753 74
" "	1869			1,755 15	1,399 18
" "	1870			1,458 09	1,006 22
" "	1871			1,414 48	1,210 98
" "	1872			1,565 80	1 263 19
" "	1873			2,076 50	1,575 10
" "	1874			2,219 13	2,363 42
" "	1875			1,362 22	1,245 69
" "	1876			1,403 92	1,601 71
" "	1877			1,533 40	750 80
" "	1878			1,556 65	283 77
" "	1879			1,581 55	456 07
" "	1880			1,614 01	705 54
" "	1881			1,741 97	1,299 77
" "	1882			2,002 71	1,902 41
" "	1883		17,230 32	2,361 65	2,188 08
" "	1884		5,279 87	2,315 37	1,494 99
" "	1885		4,700 64	2,271 57	3,652 63
" "	1886			2,311 70	4,143 47
" "	1887			2,175 37	5,864 78
" "	1888			2,216 04	2,801 17
" "	1889		17,964 45	2,421 14	2,002 63
" "	1890		24,571 96	2,138 40	1,935 44
" "	1891		21,696 74	2,011 08	4,460 16
" "	1892		3,585 34	2,168 44	1,944 33
" "	1893			2,136 66	1,994 34
" "	1894			2,216 68	924 55
" "	1895			2,161 63	915 50
" "	1896			2,094 91	1,678 49
" "	1897			2,135 60	707 06
" "	1898			2,049 67	692 04
" "	1899			2,244 12	1,494 93
" "	1900		1,596 88	2,181 43	2,681 10
" "	1901		3,610 06	2,128 25	1,681 44
" "	1902		15,549 27	2,262 39	984 36
" "	1903		9,344 89	2,288 63	1,671 83
" "	1904		7,984 41	2,334 67	1,690 61
" "	1905		14,900 90	2,479 66	1,716 35
" "	1906		7,307 39	2,582 95	3,872 75
" "	1907		4,200 00	2,064 62	1,142 79
" "	1908		3,338 79	2,894 76	2,121 43
" "	1909			2,994 78	3,693 19
" "	1910		1,925 08	4,137 64	1,752 66
" "	1911		1,200 23	3,527 69	2,353 81
" "	1912	4,306 28	3,998 58	3,584 10	2,259 46
" "	1913		2,678 37	3,530 02	2,449 44
Total		*125,843 93	172,664 17	101,239 95	86,783 40

\* Included in the total cost of Chambly Canal and Richelieu River, see page 40.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.  
OTTAWA, August 1, 1913.

4 GEORGE V., A. 1914

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

## ST. PETER'S CANAL.

	Year ending.	Capital.		Renewals Chargeable to Income.		Staff.		Repairs.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Government expenditure prior to Confederation		156,523	32						
" " since	1868	21,519	72						
" " " "	1869	70,719	89						
" " " "	1870			46,193	57				
" " " "	1871					225	36	555	78
" " " "	1872					280	00	6,122	07
" " " "	1873					343	32	6,539	58
" " " "	1874					725	93	1,558	57
" " " "	1875		20	97		560	00	882	35
" " " "	1876	11,125	00			641	55		
" " " "	1877	63,330	18			600	00	17	45
" " " "	1878	26,511	51			600	00		
" " " "	1879	107,337	75			631	50		
" " " "	1880	80,129	54			400	00		
" " " "	1881	69,434	76			959	58		
" " " "	1882	484	00			1,920	54	200	63
" " " "	1883					2,089	19	232	42
" " " "	1884	2,471	40			2,601	47	367	85
" " " "	1885	16,820	15			1,929	11	183	11
" " " "	1886	2,316	85			2,360	67	297	81
" " " "	1887	1,087	75	750	00	2,777	13	343	23
" " " "	1888					3,217	77	1,588	40
" " " "	1889			500	00	3,085	29	353	38
" " " "	1890					3,110	15	255	34
" " " "	1891	972	65	510	53	3,255	30	312	02
" " " "	1892	14,387	00	36,936	82	3,007	70	1,461	24
" " " "	1893	811	59	9,987	78	2,938	15	1,836	30
" " " "	1894	437	05	3,852	21	2,935	94	1,986	70
" " " "	1895	868	44	26,222	46	2,499	81	353	55
" " " "	1896	1,455	21	16,743	64	2,182	04	260	90
" " " "	1897					2,728	38	1	20
" " " "	1898			111	70	2,785	25	453	85
" " " "	1899					2,819	86	456	61
" " " "	1900					2,833	24	1,483	30
" " " "	1901			2,311	26	2,730	44	841	63
" " " "	1902			10,014	43	2,939	81	274	44
" " " "	1903					2,836	49	764	11
" " " "	1904					3,126	94	122	45
" " " "	1905			3,000	10	2,069	90	1,095	90
" " " "	1906					3,239	19	253	65
" " " "	1907					2,468	78	246	87
" " " "	1908					3,371	13	942	64
" " " "	1909					3,282	22	532	78
" " " "	1910					3,449	43	238	14
" " " "	1911					4,180	96	473	44
" " " "	1912			5,208	18	4,768	20	361	49
" " " "	1913			39,143	77	5,144	13	807	78
Less—Refunds in 1897-S.		648,755	64						
		208	50						
Total		*648,547	14	195,486	45	101,551	85	35,085	96

\* Expenditure as above. . . . . \$ 648,547 14

Less expenditure prior to Confederation. . . . . 156,523 32

Agreeing with Public Accounts, 1913, page 4. . . . . \$ 492,023 82

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.

OTTAWA, August 1, 1913.

SESSIONAL PAPER No. 20

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

## TAY CANAL.

	Year ending	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation	1868				
" " " "	1869				
" " " "	1870				
" " " "	1871				
" " " "	1872				
" " " "	1873				
" " " "	1874				
" " " "	1875				
" " " "	1876				
" " " "	1877				
" " " "	1878				
" " " "	1879				
" " " "	1880				
" " " "	1881				
" " " "	1882		748 65		
" " " "	1883	4,831 80			
" " " "	1884	50,878 12			
" " " "	1885	92,473 97			
" " " "	1886	95,561 51			
" " " "	1887	49,617 92			
" " " "	1888	54,166 57			
" " " "	1889	89,486 18			
" " " "	1890	22,226 23		*	*
" " " "	1891	17,114 78		*	*
" " " "	1892	29,771 65		*	*
" " " "	1893			*	*
" " " "	1894			*	*
" " " "	1895			*	*
" " " "	1896			*	*
" " " "	1897	10,720 50		*	*
" " " "	1898			*	*
" " " "	1899			*	*
" " " "	1900	2,750 00		*	*
" " " "	1901			*	*
" " " "	1902			*	*
" " " "	1903			*	*
" " " "	1904			*	*
" " " "	1905			*	*
" " " "	1906			*	*
" " " "	1907			*	*
" " " "	1908			*	*
" " " "	1909			*	*
" " " "	1910			*	*
" " " "	1911			*	*
" " " "	1912			*	*
" " " "	1913			*	*
Total		489,599 23	748 65	*	*

\* Included in Rideau Canal since 1890.

† Agreeing with Public Accounts, 1913, page 4.

W. C. LITTLE,

*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, August 1, 1913.

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

## TRENT CANAL.

	Year ending.	Capital.		Renewals Chargeable to Income.		Staff.		Repairs.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Government expenditure prior to Confederation		309,371	31						
" since	1868								
"	1869								
"	1870								
"	1871								
"	1872								
"	1873								
"	1874								
"	1875								
"	1876								
"	1877								
"	1878								
"	1879								
"	1880	561	50			1,188	92	3,568	89
"	1881					2,489	93	2,233	50
"	1882			5,836	51	2,011	92	8,115	50
"	1883	40,767	16	9,303	66	2,235	50	3,047	42
"	1884	120,393	91	6,198	57	2,208	64	5,264	35
"	1885	121,382	84			3,303	87	4,653	50
"	1886	75,103	30			1,639	75	5,917	88
"	1887	173,541	63			1,938	08	6,008	88
"	1888	114,879	35			1,770	29	5,151	42
"	1889	47,592	13	29,677	92	3,242	05	5,935	94
"	1890	58,644	50	11,522	65	3,450	99	730	55
"	1891	9,826	49	3,164	81	3,803	66	4,888	98
"	1892	4,457	28	6,506	97	3,695	85	4,721	85
"	1893	5,962	47	10,838	90	3,739	86	2,087	17
"	1894	3,412	32	20,403	93	3,785	47	4,988	59
"	1895	53,907	70	21,143	41	4,184	18	3,374	49
"	1896	392,976	08	6,185	75	4,349	34	3,329	97
"	1897	486,575	70	13,880	37	4,965	39	3,497	90
"	1898	351,273	31	8,991	54	5,034	60	4,998	80
"	1899	166,611	49	6,179	79	5,048	72	6,454	49
"	1900	334,583	01	8,043	39	5,131	52	9,989	26
"	1901	284,503	89	10,494	82	5,254	51	13,075	89
"	1902	449,075	45	26,165	93	5,575	52	14,984	88
"	1903	523,950	74	18,548	58	6,993	25	10,791	15
"	1904	489,038	44	21,228	55	7,237	05	21,179	12
"	1905	333,261	75	36,853	28	12,071	88	26,056	78
"	1906	319,789	49	26,030	36	17,440	68	33,398	85
"	1907	153,045	42	35,360	10	19,229	25	36,516	47
"	1908	343,176	05	96,315	87	32,826	38	33,382	94
"	1909	1,099,836	38	80,517	65	32,028	57	44,849	83
"	1910	1,000,000	00	59,483	51	36,800	42	54,206	13
"	1911	1,682,449	32	78,914	08	38,019	33	40,178	54
"	1912	1,746,095	48	97,254	20	44,811	08	50,175	72
"	1913	1,162,605	75	41,499	98	47,431	26	50,049	83
Total		* 12,464,651	64	796,545	08	374,937	71	527,805	46

\* Total expenditure on Capital Account as above ..... \$12,464,651 64  
 LESS—Expenditure prior to Confederation ..... \$ 309,371 31  
 " Year 1880 ..... 561 50

Agreeing with Public Accounts Balance Sheet, 1913, page 4. .... \$12,154,718 83

W. C. LITTLE,

Accountant.









4 GEORGE V., A. 1914

STATEMENT showing amount expended on Construction and Enlargement of Canals, to  
March 31, 1913.

Canal.	Construction.		Enlargement.		Total.	
	§	cts.	§	cts.	§	cts.
Beauharnois.....	1,636,690	26			1,636,690	26
Carillon and Grenville.....	*63,053	64	4,119,089	32	4,182,092	96
Chambly.....	637,214	66	91,784	83	728,999	49
Cornwall.....	1,945,624	73	5,297,179	48	7,242,804	21
Culbute.....	382,391	46			382,391	46
Lachine.....	2,589,532	85	10,815,438	11	13,404,970	96
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.....	4,127,454	21			4,127,454	21
Saut Ste. Marie.....	4,987,498	24			4,987,498	24
Soulanges.....	7,696,439	46			7,696,439	46
Ste. Anne's.....	134,456	51	1,035,759	12	1,170,215	63
St. Lawrence River and Canals.....	18,442	85	3,451,470	56	3,469,913	41
St. Ours.....	121,537	65	4,306	28	125,843	93
St. Peter's.....	648,547	14			648,547	14
Tay.....	489,599	23			489,599	23
Trent.....	12,464,651	64			12,464,651	64
Welland.....	7,693,824	03	21,557,126	93	29,250,951	01
Williamsburg {	Farran's Point.....		877,090	57	10,490,184	51
	Galops.....		6,120,300	14		
	Rapide Plat.....		2,158,242	00		
	Williamsburg.....	1,320,655	54	13,896		
Total ..	48,206,560	81	55,915,716	47	104,122,277	28

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

W. C. LITTLE,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 1, 1913.



CANAL REVENUE STATEMENT FOR YEAR ENDING MARCH 31, 1913.

Canal Revenue.		Hydraulic and other Rents, &c.		Total.		Collection Divisions, 1912 13.		Deposits to the credit of the Receiver-General.		Total.		Cost of Staff, Repairs, and Offices of Collection, chargeable to Revenue.	
Wharfrage, Storage, Harbour Dues, &c.	Port Colborne Elevator.	Port Colborne Elevator.	Hydraulic and other Rents, &c.	Total.	Collection Divisions, 1912 13.	On Account Canal Revenue.	On Account Hydraulic and other Rents.	Total.	Cost of Staff, Repairs, and Offices of Collection, chargeable to Revenue.				
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.				
28 40	373 24	580 00	7 811 93	580 00	Welland Canal.....	28 40	7 811 93	580 00	253,445 50				
373 24	60,828 06	42,080 16	60,828 06	60,828 06	Port Colborne.....	373 24	42,080 16	7,811 93	3,274 00				
401 64	60,828 06	50,472 09	111,701 79	111,701 79	Port Colborne-Elevator.....	60,828 06	60,828 06	42,453 40	2,722 30				
					Totals.....	61,229 70	50,472 09	111,701 79	26,053 85				
					<i>St. Lawrence Canals</i>				265,495 74				
1,728 19		898 74	14,944 89	898 74	Beauharnois.....		898 74	898 74	459,639 14				
26 30		14,944 89	8,835 75	14,944 89	Cornwall.....		14,944 89	14,944 89					
1,600 18		1,728 19	2,796 30	10,563 94	Cardinal.....		8,835 75	10,563 94	2,031 70				
14,090 01		26 30	2,770 00	2,796 30	Lachine.....		2,770 00	2,796 30	1,438 81				
		14,090 01	128,657 86	142,777 87	Montreal.....		1,600 18	1,600 18	2,796 19				
					Kingston.....		14,090 01	142,777 87	9,228 30				
78 00		78 00	3,107 00	3,185 00	Swanton.....		78 00	3,185 00	720 00				
17,522 68		17,522 68	139,244 24	176,766 92	Totals.....		17,522 68	139,244 24	477,563 89				
					<i>Chambly Canal</i>				86,487 06				
					Chambly.....		594 50	594 50	1,318 87				
					St. John's.....		55 00	55 00	1,782 60				
					St. Ours.....		62 00	62 00	766 55				
					Totals.....		711 50	711 50	90,555 08				
					<i>Ottawa Canals</i>				51,417 24				
					Ottawa.....		311 20	311 20					
					Grenville.....		5 00	5 00	780 90				
					Carillon.....		380 00	380 00	957 05				
					Ste. Anne's Lock.....		32 00	32 00	1,115 70				
					Chats Falls Canal.....		1 00	1 00					
					Totals.....		729 20	729 20	54,270 89				



4 GEORGE V., A. 1914

GENERAL STATEMENT of the Revenue received on the Canals for the year ending  
March 31, 1913.\*

Canals.	Hydraulic and other rents.	Lock house rents.	Miscellaneous Canal revenue.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland .....	49,892 09	580 00	61,229 70	111,701 79
Williamsburg.....	2,770 00	311 00	26 30	3,107 30
Cornwall.....	8,835 75	.....	1,728 19	10,563 94
Beauharnois.....	14,944 89	.....	.....	14,944 89
Lachine .....	128,687 86	196 74	15,690 19	144,574 79
Chambly .....	117 00	594 50	.....	711 50
Rideau.....	3,561 75	1,949 00	588 00	6,098 75
Trent.....	9,566 51	1,300 00	.....	10,866 51
Sault Ste. Marie.....	513 49	.....	.....	513 49
Carillon and Grenville.....	385 00	191 20	.....	576 20
Soulanges.....	3,107 00	391 00	78 00	3,576 00
Sundry Canals.....	24 50	308 00	.....	332 50
	222,405 84	5,821 44	79,340 38	307,567 66

*Amount deposited to the Credit of the Receiver General.....	\$	309,072 10	
Less Refunds on Cancelled Leases.....		1,504 44	\$ 307,567 66
Net amount of Revenue.....	\$		307,567 66

W. C. LITTLE,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 1, 1913.

SESSIONAL PAPER No. 20

STATEMENT of Hydraulic and other rents, showing rent accrued, paid and balances yet due March 31, 1913.

Balance due April 1, 1912.	Hydraulic and other rents accrued 1912-13.		Lock House rents.	Totals.	Canals.	Abatement for overcharges	Deposited to the credit of the Receiver General.		Balance due March 31, 1913	Totals.
	\$	cts.					Lock House rents.	Hydraulic rents.		
83,226 28	56,908 51	580 00	140,714 79	\$	Welland.....	17,431 57	49,892 09	72,811 13	140,714 79	\$
3,303 17	3,429 00	311 00	9,043 17	cts.	Williamsburg.....	1 00	2,770 00	3,961 17	9,043 17	cts.
4,739 12	7,665 50	.....	12,404 62	cts.	Cornwall.....	.....	8,835 75	3,568 87	12,404 62	cts.
7,256 19	14,866 54	.....	22,122 73	cts.	Beauharnois.....	.....	14,944 89	7,177 84	22,122 73	cts.
37,148 01	125,386 53	.....	162,731 28	cts.	Lachine.....	1,676 97	128,087 86	32,169 71	162,731 28	cts.
885 84	118 00	196 74	1,598 54	cts.	Chambly.....	.....	117 00	886 84	1,598 54	cts.
6,329 95	4,301 50	594 50	12,580 45	cts.	Rideau.....	435 59	3,561 75	6,684 11	12,580 45	cts.
1,367 80	9,292 18	1,949 00	11,889 98	cts.	Trent.....	40 14	9,366 51	983 33	11,889 98	cts.
80 00	511 00	.....	591 00	cts.	Sault Ste. Marie.....	.....	513 49	77 51	591 00	cts.
27,905 08	3,107 00	191 20	28,691 28	cts.	Carillon and Grenville.....	.....	385 00	28,115 08	28,691 28	cts.
.....	3,107 00	391 00	3,498 00	cts.	Soulanges.....	.....	3,107 00	.....	3,498 00	cts.
11 00	41 00	308 00	360 00	cts.	Sundry Canals.....	22 50	24 50	5 00	360 00	cts.
174,312 44	226,091 76	5,821 44	406,225 64	cts.	Totals.....	19,607 77	222,405 84	158,390 59	406,225 64	cts.

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August, 1, 1913.

RECAPITULATION—STATEMENT OF EXPENDITURE BY CANAL, TO  
MARCH 31, 1913.

Canals.	Capital.	Income.	Staff.	Repairs.	Totals.
	\$ 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	340,967 21	709,496 19	516,589 21	5,749,145 57
Chambly.....	728,999 49	727,097 75	841,414 37	787,829 80	3,085,341 41
Cornwall.....	7,242,804 21	518,415 99	1,303,105 20	822,141 38	9,886,466 78
Culbute Lock.....	382,391 46	60,923 37	11,507 48	7,036 15	461,858 46
Lachine.....	13,404,970 96	1,368,025 41	2,351,419 65	1,707,563 09	18,831,979 11
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	97,608 23	117,189 52	84,378 73	1,548,123 19
Rideau.....	4,127,454 21	489,520 51	1,481,031 84	1,403,878 63	7,501,885 19
Sault Ste. Marie.....	4,987,498 24	280,098 04	315,401 90	265,623 07	5,848,621 25
Soulanges.....	7,696,439 46	102,663 96	383,374 29	336,861 63	8,519,339 34
Ste. Anne's Lock.....	1,170,215 63	69,621 46	100,562 87	122,735 32	1,463,135 28
St. Lawrence Riv. and Canals.....	3,469,913 41	128,298 11			3,598,211 52
St. Ours' Lock.....	125,843 93	172,664 17	101,239 95	86,783 40	486,531 45
St. Peters.....	648,547 14	195,486 45	101,551 85	35,085 96	980,671 40
Tay.....	489,599 23	748 65			490,347 88
Trent.....	12,464,651 64	796,545 08	374,937 71	527,805 46	14,163,939 89
Welland.....	29,250,951 01	1,354,885 35	4,035,686 36	3,320,241 88	37,961,764 60
Williamsburg.....	1,334,551 80				
"    Farran's Point.....	877,090 57	247 11 0	520,270 13	501,033 93	11,758,800 17
"    Galops.....	6,120,300 14				
"    Rapide Plat....	2,158,242 00				
*Expendit. on Canals General.....	104,122,277 28	7,286,123 39	13,397,764 20	11,051,278 87	135,857,443 74
Total expenditure on Canals.....					2,450,635 77
					138,308,079 51

\*See page 85.

W. C. LITTLE,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 1, 1913.



SESSIONAL PAPER No. 20

ANNAPOLIS AND DIGBY RAILWAY.

	Year.	Capital.	Income Expenses.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation			
"    since	1868		
"    "    "	1869		
"    "    "	1870		
"    "    "	1871		
"    "    "	1872		
"    "    "	1873		
"    "    "	1874		
"    "    "	1875		
"    "    "	1876		
"    "    "	1877		
"    "    "	1878		
"    "    "	1879		
"    "    "	1880		
"    "    "	1881		
"    "    "	1882		
"    "    "	1883		
"    "    "	1884		
"    "    "	1885		
"    "    "	1886		
"    "    "	1887		
"    "    "	1888		
"    "    "	1889	9,847 27	
"    "    "	1890	381,942 75	
"    "    "	1891	196,869 36	
"    "    "	1892	26,129 89	
"    "    "	1893	2,190 62	
"    "    "	1894	1,675 36	
"    "    "	1895	570 55	
"    "    "	1896		
"    "    "	1897	41,457 29	
"    "    "	1898		
"    "    "	1899		
"    "    "	1900		
"    "    "	1901		8,381 82
"    "    "	1902		
"    "    "	1903		
"    "    "	1904		
"    "    "	1905		
"    "    "	1906		
"    "    "	1907		
"    "    "	1908		
"    "    "	1909		
"    "    "	1910		
"    "    "	1911		
"    "    "	1912		
"    "    "	1913		
Total		*660,683 09	8,381 82

\* Of this amount Parliament voted, under 52 Vic., chap. 8, the sum of \$500,000 as a subsidy to the Western Counties Railway, N.S.

W. C. LITTLE,  
Accountant.











SESSIONAL PAPER No. 20

## EASTERN EXTENSION RAILWAY.

	Year.	Capital.	Working Expenses.	Revenue Received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				
"                    since                    "	1868			
"                    "                    "	1869			
"                    "                    "	1870			
"                    "                    "	1871			
"                    "                    "	1872			
"                    "                    "	1873			
"                    "                    "	1874			
"                    "                    "	1875			
"                    "                    "	1876			
"                    "                    "	1877			
"                    "                    "	1878			
"                    "                    "	1879			
"                    "                    "	1880			
"                    "                    "	1881			
"                    "                    "	1882			
"                    "                    "	1883			
"                    "                    "	1884	1,284,311 97	10,033 77	30,767 66
"                    "                    "	1885	2,055 92	78,273 65	73,050 01
"                    "                    "	1886	183 79	94,756 06	66,893 11
"                    "                    "	1887		94,254 04	64,107 10
"                    "                    "	1888		90,954 73	70,552 20
"                    "                    "	1889	34,235 73	90,719 04	72,436 65
"                    "                    "	1890		79,102 77	84,658 95
"                    "                    "	1891	3,255 40	*	†
"                    "                    "	1892		*	†
"                    "                    "	1893		*	†
"                    "                    "	1894		*	†
"                    "                    "	1895		*	†
"                    "                    "	1896		*	†
"                    "                    "	1897		*	†
"                    "                    "	1898		*	†
"                    "                    "	1899		*	†
"                    "                    "	1900		*	†
"                    "                    "	1901		*	†
"                    "                    "	1902		*	†
"                    "                    "	1903		*	†
"                    "                    "	1904		*	†
"                    "                    "	1905		*	†
"                    "                    "	1906		*	†
"                    "                    "	1907		*	†
"                    "                    "	1908		*	†
"                    "                    "	1909		*	†
"                    "                    "	1910		*	†
"                    "                    "	1911		*	†
"                    "                    "	1912		*	†
"                    "                    "	1913		*	†
Total .....		† 1,324,042 81	538,094 06	462,465 68

\* Included in Intercolonial Railway expenses.

† Included in Intercolonial Railway revenue.

‡ Included in total cost of Intercolonial Railway system, page 75.

W. C. LITTLE,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 1, 1913.

## HUDSON BAY RAILWAY.

		Year.	Capital.
			\$ cts.
Government expenditure prior to Confederation.....		1868	.....
" " since " .....		1869	.....
" " " .....		1870	.....
" " " .....		1871	.....
" " " .....		1872	.....
" " " .....		1873	.....
" " " .....		1874	.....
" " " .....		1875	.....
" " " .....		1876	.....
" " " .....		1877	.....
" " " .....		1878	.....
" " " .....		1879	.....
" " " .....		1880	.....
" " " .....		1881	.....
" " " .....		1882	.....
" " " .....		1883	.....
" " " .....		1884	.....
" " " .....		1885	.....
" " " .....		1886	.....
" " " .....		1887	.....
" " " .....		1888	.....
" " " .....		1889	.....
" " " .....		1890	.....
" " " .....		1891	.....
" " " .....		1892	.....
" " " .....		1893	.....
" " " .....		1894	.....
" " " .....		1895	.....
" " " .....		1896	.....
" " " .....		1897	.....
" " " .....		1898	.....
" " " .....		1899	.....
" " " .....		1900	.....
" " " .....		1901	.....
" " " .....		1902	.....
" " " .....		1903	.....
" " " .....		1904	.....
" " " .....		1905	.....
" " " .....		1906	.....
" " " .....		1907	.....
" " " .....		1908	.....
" " " .....		1909	92,427 83
" " " .....		1910	53,042 63
" " " .....		1911	184,149 81
" " " .....		1912	159,632 60
" " " .....		1913	1,909,063 15
Total .....			1,588,315 42

W. C. LITTLE,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 1, 1913.





INTERCOLONIAL RAILWAY—*Concluded.*

Total cost of construction as shown on page 75.....	†\$87,681,523 68
Less amounts transferred from Capital to Consolidated Fund as follows:—	
European and North American Railway from	
1868 to 1873 .....	\$ 88,363 18
Nova Scotia Railway from 1868 to 1873.....	208,509 72
	296,872 90
	\$87,387,650 78
To which add the following—	
Canada Eastern Railway, page 68.....	819,000 00
Cape Breton Railway, page 70.....	3,860,679 14
Drummond County Railway, page 72.....	1,464,000 00
Eastern Extension Railway, page 73.....	1,324,042 81
Montreal and European Short Line Railway, page 77.....	333,942 72
Oxford and New Glasgow, page 79.....	1,949,063 21
Total capital cost of Intercolonial Railway System.....	*\$97,138,378 66

\* Agreeing, less outstanding cheques, with Public Accounts, 1912-1913, page 4.

† Includes \$220.48, amount of an Exchequer Court award in 1907 against the Oxford and New Glasgow Railway.

W. C. LITTLE,

*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, August 1, 1913.















## SESSIONAL PAPER No. 20

## STATEMENT showing amount expended on Capital Account on Railways.

Railways.	—		—	
	\$	cts.	\$	cts.
Intercolonial .....	87,387,650	78		
Cape Breton .....	3,860,679	14		
Oxford and New Glasgow .....	1,949,063	21		
Eastern Extension .....	1,324,042	81		
Drummond County ..	1,464,000	00		
Montreal and European Short Line .....	333,942	72		
Canada Eastern .....	819,000	00		
Total .....			97,138,378	66
Carleton Branch .....			48,410	48
Prince Edward Island .....			8,790,794	06
Canadian Pacific .....			62,789,776	09
Annapolis and Digby .....			660,683	09
Yukon Territory Works (Stikine-Teslin Ry) .....			283,323	55
National Transcontinental .....			130,300,684	92
Governor General's Car .....			71,538	87
Hudson Bay Railway .....			1,588,315	42
Total .....			301,671,905	09
<i>Memo re Recapitulation—Railway.</i>				
Total cost as per statement above .....			301,671,905	09
Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, <i>see</i> statement page 75 .....			296,872	90
Agreeing with total amount paid on Construction, as per statement, page 84 .....			301,968,777	99

W. C. LITTLE,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 1, 1913.



SESSIONAL PAPER No. 20

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

Year ending.	Chargeable to Capital.	Chargeable to Income.			Chargeable to Revenue.			Total Yearly expenditure.
	Canals.	Canals.	Railways.	General.	Canals.	Railways.	General.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1868.				6,305 66	12,000 00		2,416 66	20,722 32
1869.				8,367 52	12,000 00		1,000 00	21,367 52
1870.				7,853 03	18,698 89		7,679 78	34,231 70
1871.				34,773 72	12,018 98			46,792 70
1872.				20,049 50	12,208 76			32,258 26
1873.				36,891 74	12,099 44		6,889 20	55,880 38
1874.				40,098 84	12,959 25		5,428 98	58,487 07
1875.				35,579 24	12,047 43		5,620 17	53,246 84
1876.				42,920 10	86 08		5,690 28	48,696 46
1877.					51 87	43,639 97		43,691 84
1878.		1,860 00			556 00		34,388 59	36,804 59
1879.								
1880.		2,561 55			323 16			2,884 71
1881.		2,338 41			5,535 22			7,873 63
1882.					9,826 23			9,826 23
1883.		11,781 27			6,978 54			18,759 81
1884.		7,486 62	62,256 58		8,305 41			78,048 61
1885.		16,725 47	11,003 38		1,210 61			28,939 46
1886.		20,323 62	10,383 59		776 30			31,483 51
1887.		23,512 00	23,545 34		649 04			47,706 38
1888.		34,533 07	22,898 90		5,799 83			63,231 80
1889.		10,091 87	16,552 64		5,207 64			31,852 15
1890.		16,426 69	50,909 74		49,550 21			116,886 64
1891.		16,925 31	16,314 41		56,922 05			90,161 77
1892.		6,540 49	19,062 51		65,074 07			90,677 07
1893.		8,498 41	4,313 73	28,640 93	63,965 54			105,418 61
1894.		2,883 11	4,855 11	15,746 31	60,265 22			83,749 75
1895.		4,132 28	13,221 27	19,304 87	60,769 56			97,427 98
1896.		10,893 40	6,562 20	25,194 21	70,340 22			112,990 03
1897.		2,937 47	5,118 99	25,142 90	62,777 12		597 39	96,573 87
1898.		1,719 69	8,327 96	28,042 10	56,284 42	1,400 00		95,774 17
1899.		1,318 79	67,005 86	22,085 19	66,850 29			157,260 13
1900.		11,873 35	33,496 99	22,802 18	58,836 57			127,009 09
1901.		12,267 99	28,658 78	33,986 68	61,938 61			136,852 06
1902.		3,658 23	21,752 58	34,138 50	65,770 65			125,319 96
1903.		2,491 84	15,570 43	35,398 00	63,175 19			116,635 46
1904.		3,730 79	85,353 17	36,262 32	66,067 30			191,413 58
1905.		1,498 14	97,507 00	38,660 52	64,515 07			202,180 73
1906.		9,160 44	99,018 80	37,484 64	62,171 45			267,835 33
1907.		9,687 55	92,115 62	34,183 75	66,251 27			202,238 19
1908.	14,999 70	24,760 08	178,266 39	45,115 99	105,518 99			368,661 15
1909.	5,034 00	28,819 54	181,615 90	20,912 04	106,065 87			342,447 35
1910.		29,421 06	200,329 52	4,706 79	111,755 68			346,213 05
1911.		54,734 48	218,178 85	2,369 52	103,398 27	1,000 00		379,681 12
1912.	5,999 20	57,151 70	257,670 45	2,922 06	110,049 21	3,950 00		437,742 62
1913.	3,809 24	39,026 95	360,812 49	9,338 17	121,370 46	4,500 00		538,857 31
	29,842 14	491,771 66	2,212,679 18	755,277 02	1,929,021 97	54,489 97	69,711 05	5,542,792 97

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

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 1, 1913.

4 GEORGE V., A. 1914

STATEMENT showing the TOTAL EXPENDITURE and REVENUE of the Department of Railways and Canals prior to and since Confederation to March 31, 1913.

TOTAL EXPENDITURE .....		<u>\$687,219,980 78</u>
Expenditure on Railways .....	\$496,778,659 71	
"    Quebec Bridge .....	2,778,337 57	
"    Railway Subsidies .....	*48,529,915 92	
"    Canals .....	138,308,079 51	
"    General .....	824,988 07	
Total expenditure .....		<u>\$687,219,980 78</u>

## Classification of EXPENDITURE IN GENERAL—

Capital Account .....	\$408,167,706 94	
Revenue .....	218,764,978 63	
Income .....	11,757,379 29	
Consolidated Fund—Railway Subsidies.....	48,529,915 92	
Total expenditure .....		<u>\$687,219,980 78</u>

## Classification of EXPENDITURE IN DETAIL—

Railways—		
Capital—See page 83 .....	\$301,671,905 09	
Income—See pages 75, 76 and 85 .....	2,789,552 08	
Revenue—See pages 84 and 85 .....	192,317,202 54	
		<u>\$496,778,659 71</u>
Quebec Bridge—		
Capital—See page 81 .....	\$ 2,343,682 13	
Income—See page 81 .....	434,655 14	
		<u>2,778,337 57</u>
Railway Subsidies—See pages 90 to .....	\$48,529,915 92	<u>48,529,915 92</u>
Canals—		
Capital—See pages 61 and 85 .....	\$104,152,119 42	
Income—See pages 61 and 85 .....	7,777,895 05	
Revenue—See pages 61 and 85 .....	26,378,065 04	
		<u>138,308,079 51</u>
General Expenditure—		
Income—See page 85 .....	\$755,277 02	
Revenue—See page 85 .....	69,711 05	
		<u>824,988 07</u>
Total expenditure .....		<u>\$687,219,980 78</u>

\* This amount does not include the subsidy of \$25,000,000 to the Canadian Pacific Railway, nor the amount \$660,688.08 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of \$219,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of \$2,394,000 up to 1905, granted by 47 Vict., cap. 8 (1884) and the annual payment of \$107,730, being interest at the rate of 4½ per cent since and including 1905 on the said sum of \$2,394,000 for the line between Ottawa and Quebec which sum was transferred to the Public Debt as a liability and is dealt with by the Finance Department, See Public Accounts, 1898-1913 and page 79, 1908.

## SESSIONAL PAPER No. 20

## Classification of Expenditure into Capital and Consolidated Fund—

Railways—		
Capital—Including Quebec Bridge .....	\$304,015,587 52	
Consolidated Fund (Income and Revenue)—		
Railway Subsidies, etc.....	244,071,325 68	
		\$548,086,913 20
Canals—		
Capital .....	\$104,152,119 42	
Consolidated Fund (Income and Revenue)....	34,155,960 09	
		138,308,079 51
General Expenditure—		
Consolidated Fund (Income and Revenue)....		824,988 07
Total expenditure .....		<u>\$687,219,980 78</u>

## Total REVENUE RECEIVED from July 1, 1867 to Mar. 31, 1913—

Railways—See page 84 .....	\$180,882,956 52	
Canals—See page 61 .....	14,949,174 77	
Total Revenue .....		<u>\$195,832,131 29</u>

W. C. LITTLE,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 1, 1913.

## STATEMENT

Showing Subsidies voted for Railways as to which contracts have been entered into and payments made from July 1, 1883, to March 31, 1913.

## SESSIONAL PAPER No. 20

STATEMENT showing the Railway Subsidies paid during the year ending March 31, 1913

Name of Railway.	Amount.
1. Algoma Central & Hudson Bay Railway Company, Ont.— Sault Ste. Marie to point on Canadian Pacific Railway.. From point on Canadian Pacific Railway to the National Transcontinental Railway .....	\$ 85,819 06 309,040 38
2. Algoma Eastern Railway Co. (formerly the Manitoulin and North Shore Railway Co.)— Little Current to Sudbury, Ont.....	254,089 40
3. Atlantic, Quebec & Western Ry. Co.— Paspebiac to Gaspé, Que.....	414,618 00
4. Canadian Northern Pacific Railway Co.— Yellowhead Pass to Vancouver and mouth of Fraser River, B.C.....	2,705,378 00
5. Canadian Pacific Railway Co.— Winnipeg to Gimli, Man..... Teulon to Icelandic River, Man.....	4,316 43 81,200 00
6. Esquimalt & Nanaimo Railway Co.— Wellington to Alberni, B.C.....	365,440 00
7. Fredericton & Grand Lake Railway Co., N.B.— Point near Gibson to Point near Minto on the Inter- colonial Railway .....	101,996 04
8. Ha-Ha Bay Railway Co.— From point near St. Mathias to Ha-Ha Bay, Que. From Labrosse Junction to the Saguenay River. From La Terrière Junction to Lake Kenogami. From point near Bagotville to St. Alexis .....	148,148 20
9. Kettle River Valley Railway Co., B.C.— Midway to Merritt .....	107,138 40
10. Northern New Brunswick & Seaboard Railway Co., N.B.— Drummond to point on Intercolonial Railway.....	86,525 00
11. Orford Mountain Railway Co.— Mansonville to International boundary, Quebec.....	9,984 00
12. Quebec Central Railway Co.— Extension Ste. Justine to St. Sabine, Que.....	8,576 00
13. Quebec & Saguenay Railway Co., Quebec— St. Joachim, northwesterly .....	27,641 60
14. Southampton Railway Co.— Millville to St. John, N.B.....	48,442 88
15. St. John & Quebec Railway Co.— St. John to Grand Falls, N.B.....	174,120 96
Total .....	\$4,935,507 35

W. C. LITTLE,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 1, 1913.

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted.		Number.	Railways.	July 1, 1883, to June 30, 1906.	
Authority.	Amount.			\$	cts.
46 Vic., chap. 25	156,800 00	1	International Railway, Quebec.....	156,800	00
53 " 2					
45 " 14	384,000 00				
46 " 25	80,000 00				
48-49 " 59	96,000 00				
49 " 10	186,295 00				
50-1 " 24	28,800 00	2	Quebec and Lake St. John Railway, Quebec.....	1,092,759	50
51 " 3	96,000 00				
52 " 3	64,000 00				
53 " 2	30,000 00				
54-5 " 8	3,250 00				
57-8 " 4	44,800 00				
46 " 24	89,600 00				
49 " 10	79,000 00	3	Kingston, Napanee and Western Railway, formerly Napanee, Tamworth and Quebec Ry., Ontario....	208,732	80
50-1 " 24	12,800 00				
52 " 3	32,000 00				
55-6 " 5	64,000 00				
47 " 8	272,000 00				
51 " 3	41,000 00	4	Pontiac Pacific Junction Railway, Quebec.....	193,578	00
53 " 2	24,000 00				
46 " 25	115,200 00				
47 " 8	76,800 00	5	Caraquette Railway, N.B.....	224,000	00
50-1 " 24	32,000 00				
47 " 8	32,000 00				
49 " 10	57,600 00	6	Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec.....	557,788	31
52 " 3	22,400 00				
53 " 2	48,000 00				
56 " 2	48,000 00				
57-8 " 4	70,400 00				
7-8 Ed. VII 63	*				
47 " 8	48,000 00	7	Kingston and Pembroke Railway, Ontario.....	48,000	00
45 " 14					
46 " 26	660,000 00	8	Northern and Pacific Junction Railway, Ontario..	1,320,000	00
53 " 2	660,000 00				
47 " 8	128,000 00				
48-9 " 59	19,200 00				
49 " 10	32,000 00	9	Canada Eastern Ry., formerly Northern and West- ern Ry., N.B., including also Chatham Branch Ry.	374,839	84
48-9 " 59	24,439 84				
51 " 3	140,800 00				
57-8 " 4	35,200 00				
62-3 " 7	*				
47 " 8					
51 " 3	60,342 00	10	Quebec Central Railway, Quebec.....	348,342	00
7-8 " 63					
53 " 2	288,000 00				
48-9 " 59	72,000 00	11	Montreal and Sorel Railway, Quebec.....	93,757	57
53 " 2	40,000 00				
48-9 " 59	30,000 00				
50-1 " 24	64,000 00	12	Montreal and Champlain Junction Railway, Quebec.	103,600	00
51 " 3	9,600 00				
46 " 25	38,400 00	13	Elgin, Petittcodiac and Havelock Railway, N.B....	82,652	82
51 " 3	44,252 82				
47 " 8	22,400 00	14	St. Louis and Richibucto Railway, N.B.....	22,400	00
48-9 " 59	96,000 00				
49 " 10	38,400 00	15	Canada Atlantic Railway, Ontario.....	282,355	20
50-1 " 24	180,000 00				
47 " 6	750,000 00	16	Esquimalt and Nanaimo Railway, B.C.....	750,000	00
47 " 8	96,000 00	17	Erie and Huron Railway, Ontario.....	96,000	00
46 " 25	320,000 00				
47 " 8	300,000 00	18	Baie des Chaleurs Railway, Quebec.....	620,000	00
52 " 3					
Carried forward.....				6,575,606	04



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have been entered into and payments made up to March 31, 1913.

Payments.							Total March 31, 1913.	Number.
1906-1907.	1907-1908.	1908-1909.	1909-1910.	1910-1911.	1911-1912.	1912-1913		
§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	
							156,800 00	1
67,712 00	73,472 00				27,520 00		1,261,463 50	2
							208,732 80	3
							193,578 00	4
							224,000 00	5
	256,870 40	55,449 60	164,172 29	144,608 51	86,468 03		1,265,357 14	6
							48,000 00	7
							1,320,000 00	8
							374,839 84	9
	55,638 69			129,320 61		8,576 00	541,877 10	10
							93,757 57	11
							103,600 00	12
							82,652 82	13
							22,400 00	14
							282,355 20	15
						365,440 00	1,115,440 00	16
							96,000 00	17
							620,000 00	18
67,712 00	385,981 09	55,449 60	164,172 29	273,929 12	113,988 03	374,016 00	8,010,854 17	

4 GEORGE V., A. 1914

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted.		Number.	Railways.	July 1, 1883 to June 30, 1906.	
Authority.	Amount.			\$	cts.
			Brought forward. ....	6,575,606	04
48-9 Vic. c. 59	118,400 00	1	New Brunswick and Prince Edward Island Ry. ....	113,440	00
50-1 " " 24	217,600 00	2	Laurentian Railway, formerly St. Lawrence, Lower Laurentian and Saguenay Railway, Quebec. ....	217,000	00
49 " " 10	11,200 00	3	L'Assomption Railway, Quebec. ....	11,200	00
49 " " 10	32,000 00	4	} Great Eastern Railway, Quebec. ....	40,345	00
50-1 " " 24	96,000 00				
56 " " 2	64,000 00	5	} Irondale, Bancroft and Ottawa Railway, Ontario. ...	144,000	00
53 " " 2	37,500 00				
47 " " 8	160,000 00				
52 " " 3	96,000 00	6	} Buctouche and Moncton Railway, N.B. ....	101,600	00
49 " " 10	6,400 00				
50-1 " " 24	6,400 00	7	} Albert Southern Railway, N.B. ....	50,460	00
47 " " 8	51,200 00				
52 " " 3	51,200 00	8	} Lake Temiscamingue Colonization Railway, Quebec. ....	310,335	95
50-1 " " 24	65,200 00				
57-8 " " 4	274,940 00	9	} Joggins Railway, N.S. ....	37,500	00
49 " " 10	38,400 00				
50-1 " " 24	4,000 00	10	} Temiscouata Railway, N.B., and Quebec. ....	645,950	00
45 " " 14	240,000 00				
48-9 " " 58	258,000 00	11	} Leamington and St. Clair Railway, Ontario. ....	51,200	00
51 " " 3	100,000 00				
53 " " 2	51,200 00	12	} Toronto, Grey and Bruce Railway, Ontario. ....	14,656	00
48-9 " " 50	44,800 00				
50 1 " " 24	6,400 00	13	} Dominion Lime Co., Quebec. ....	15,360	00
59 " " 10	16,000 00				
50-1 " " 24	22,400 00	14	} West Ontario Pacific Railway and Ontario and Quebec Railway. ....	256,000	00
49 " " 10	256,000 00				
53 " " 2	256,000 00	15	} Drummond County Railway, Quebec. ....	423,936	00
50-1 " " 24	96,000 00				
52 " " 3	14,400 00	16	} Brockville, Westport and Sault Ste. Marie, Railway, Ontario. ....	105,200	00
53 " " 2	76,800 00				
57-8 " " 4	96,000 00	17	} Montreal and Lake Maskinonge Railway, Quebec. ...	41,280	00
48-9 " " 59	128,000 00				
53 " " 2	128,000 00	18	} South Norfolk Railway, Ontario. ....	54,400	00
54-5 " " 8	64,000 00				
57-8 " " 4	64,000 00	19	} Guelph Junction Railway, Ontario. ....	46,000	00
49 " " 10	32,000 00				
53 " " 2	10,200 00	20	} Belleville and North Hastings Railway, Ontario. ....	21,888	00
50-1 " " 24	54,400 00				
50-1 " " 24	51,200 00	21	} Hereford Railway, Quebec. ....	155,200	00
48-9 " " 54	22,400 00				
49 " " 19	22,400 00	22	} Lake Erie and Detroit River Railway, Ontario. ....	475,851	00
49 " " 10	108,800 00				
52 " " 0	48,000 00	23	} Beauharnois Junction Railway, Quebec. ....	62,400	00
50-1 " " 23	118,400 00				
55-6 " " 4	224,000 00	24	} St. Catharines and Niagara Central Ry., Ontario. ...	38,400	00
62-3 " " 5	62,400 00				
50-1 " " 27	62,400 00	25	} Fredericton and St. Mary's Ry. Bridge Co., N.B. ....	30,000	00
56 " " 4	138,400 00				
50-1 " " 24	138,400 00	26	} Harvey Branch Railway Co., N.B. ....	5,553	57
55 6 " " 5	108,000 00				
57-8 " " 4	108,800 00	27	} Nova Scotia Central Railway Co., N.S. ....	235,200	00
52 " " 3	30,000 00				
50-1 " " 24	9,600 00	28	} Cumberland Railway and Coal Co., N.S. ....	39,850	00
55-6 " " 5	240,000 00				
61 " " 1	44,800 00	29	} Pontiac and Renfrew Railway, Ontario. ....	13,600	00
50-1 " " 24	44,800 00				
52 " " 3	19,200 00	30	} Thousand Islands Railway, Ontario. ....	29,840	00
52 " " 3	54,400 00				
63 4 " " 8	54,400 00		Carried forward. ....	10,363,851	56

SESSIONAL PAPER No. 20

have been entered into and payments made up to March 31, 1913.

Payments.							Total March 31, 1913.	Number.
1906-07.	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13.		
							§	cts.
67,712 00	385,981 09	55,449 60	164,172 29	273,929 12	113,988 03	374,016 00	8,010,854 17	
.....	.....	.....	.....	.....	.....	.....	113,440 00	1
.....	.....	.....	.....	.....	.....	.....	217,600 00	2
.....	.....	.....	.....	.....	.....	.....	11,200 00	3
.....	.....	.....	.....	.....	.....	.....	40,345 00	4
.....	.....	.....	.....	.....	.....	.....	144,000 00	5
.....	.....	.....	.....	.....	.....	.....	101,600 00	6
.....	.....	.....	.....	.....	.....	.....	50,460 00	7
.....	.....	.....	.....	.....	.....	.....	310,335 95	8
.....	.....	.....	.....	.....	.....	.....	37,500 00	9
.....	.....	.....	.....	.....	.....	.....	645,950 00	10
.....	.....	.....	.....	.....	.....	.....	51,200 00	11
.....	.....	.....	.....	.....	.....	.....	14,656 00	12
.....	.....	.....	.....	.....	.....	.....	15,360 00	13
.....	.....	.....	.....	.....	.....	.....	256,000 00	14
.....	.....	.....	.....	.....	.....	.....	423,936 00	15
35,600 00	.....	.....	.....	.....	.....	.....	140,800 00	16
.....	.....	.....	.....	.....	.....	.....	41,280 00	17
.....	.....	.....	.....	.....	.....	.....	54,400 00	18
.....	.....	.....	.....	.....	.....	.....	46,000 00	19
.....	.....	.....	.....	.....	.....	.....	21,888 00	20
.....	.....	.....	.....	.....	.....	.....	155,200 00	21
.....	.....	.....	.....	.....	.....	.....	475,851 00	22
.....	.....	.....	.....	.....	.....	.....	62,400 00	23
.....	.....	.....	.....	.....	.....	.....	38,400 00	24
.....	.....	.....	.....	.....	.....	.....	30,000 00	25
.....	.....	.....	.....	.....	.....	.....	5,553 57	26
.....	.....	.....	.....	.....	.....	.....	235,200 00	27
.....	.....	.....	.....	.....	.....	.....	39,850 00	28
.....	.....	.....	.....	.....	.....	.....	13,600 00	29
.....	.....	.....	.....	.....	.....	.....	29,840 00	30
103,312 00	385,981 09	55,449 60	164,172 29	273,929 12	113,988 03	374,016 00	11,834,699 69	

STATEMENT showing subsidies voted for Railways as to which contracts

SUBSIDIES VOTED.		Number.	Railways.	July 1, 1883,
Authority.	Amount.			to June 30, 1906.
	§ cts.			§ cts.
			Brought forward . . . . .	10,363,851 56
52 Vic., chap. 3	96,000 00	1	Quebec, Montmorency and Charlevoix Ry. Co., Que.	96,000 00
56 " 3	375,000 00	2	St. Clair Frontier Tunnel Co., Ontario . . . . .	375,000 00
52 " 3				
50-1 " 24	57,600 00	3	Brantford, Waterloo and Lake Erie Ry., Ontario....	57,600 00
57-8 " 4				
51 " 3	287,200 00	4	Port Arthur, Duluth and Western Ry., Ontario.....	271,200 00
53 " 2				
50-1 " 24				
53 " 2	192,000 00	5	Montreal and Ottawa Railway, Ontario . . . . .	192,000 00
54-5 " 8				
57-8 " 4				
50-1 " 24	44,800 00	6	Cornwallis Valley Railway, N.S. . . . .	44,800 00
52 " 3				
52 " 3	320,000 00			
57-8 " 6	64,000 00	7	Ottawa, Northern and Western Ry., Quebec, formerly Ottawa and Gatineau Valley Railway.	410,588 00
60-1 " 4	*			
47 " 8				
51 " 3				
52 " 3	83,612 00			
53 " 2	142,400 00	8	Central Railway, N B. . . . .	226,012 54
57-8 " 4	48,000 00			
61 " 1				
62-3 " 1				
53 " 2	361,270 00	9	Montreal and Western Railway, Quebec . . . . .	361,270 00
52 " 3	128,000 00	10	Parry Sound and Colonization Railway, Ontario . . . . .	152,800 00
57-8 " 4	64,000 00			
52 " 3	163,200 00	11	Shuswap and Okanagan Railway, B.C. . . . .	163,200 00
54-5 " 8	89,600 00			
53 " 2	35,200 00	12	Tobique Valley Railway, N.B. . . . .	134,016 00
55-6 " 5	9,600 00			
53 " 2	112,000 00	13	Columbia and Kootenay, B.C. . . . .	88,800 00
53 " 2	35,200 00	14	Waterloo Junction Railway, Ontario. . . . .	32,800 00
53 " 2	99,200 00	15	Orford Mountain Railway Co., Quebec. . . . .	168,814 50
53 " 2	57,600 00			
55-6 " 5	25,024 00	16	St. Lawrence and Adirondack Railway, Quebec. . . . .	149,814 60
55-6 " 5	*40,000 00	17	New Glasgow Iron, Coal and Railway Co., N.S. . . . .	39,840 00
56 " 2	102,400 00			
57-8 " 4	102,400 00	18	United Counties Railway Co., Quebec. . . . .	188,816 00
55-6 " 5	*21,600 00	19	Phillipsburg Junction Ry. Quarry Company, Quebec. . . . .	23,712 00
55-6 " 5	*430,400 00	20	Ottawa, Arnprior and Parry Sound Ry., Ontario. . . . .	779,712 00
56 " 2	67,200 00			
57-8 " 4	38,400 00	21	Montford Colonization, Railway, Quebec. . . . .	167,440 00
60-1 " 4	66,000 00			
55-6 " 5	48,000 00			
57-8 " 4	48,000 00	22	Lotbinière and Megantic Railway, Quebec. . . . .	96,000 00
56 " 2	48,000 00	23	Grand Trunk, Georgian Bay and Lake Erie Ry., Ont. . . . .	39,744 00
55-6 " 5	80,000 00	24	Canadian Pac. Ry., B.C., Revelstoke to Arrow Lake. . . . .	80,000 00
57-8 " 4	121,600 00	25	Nakusp and Slocan Railway, B.C. . . . .	117,760 00
55-6 " 5	89,600 00	26	Dominion Coal Company, N.S. . . . .	87,808 00
56 " 2	22,400 00	27	Oshawa Railway and Navigation Company, Ontario. . . . .	22,400 00
57-8 " 4	*51,200 00	28	Tilsonburg, Lake Erie and Pacific Ry., Ontario. . . . .	117,431 48
56 " 2	*11,200 00	29	St. Stephen and Milltown Ry., N.B. . . . .	14,848 00
57-8 " 4	*38,400 00	30	Gulf Shore Railway Company, N.B. . . . .	53,699 20
57-8 " 4	9,000 00	31	Cap de la Magdeleine Railway, Quebec. . . . .	7,424 00
56 " 2	32,000 00	32	Ontario, Belmont and Northern Ry. Company, Ont. . . . .	30,720 00
*	*	33	Coast line of N.S., now Halifax and Yarmouth Ry. . . . .	160,000 00
*	*	34	Ottawa and New York Railway Company, Ontario. . . . .	2,262,384 00
			Carried forward. . . . .	15,578,072 80

SESSIONAL PAPER No. 20

have been entered into and payments made up to March 31, 1913.

Payments.							Total March 31, 1913.	Number.
1906-07.	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
103,312 00	385,981 09	55,449 60	164,172 29	273,929 12	113,988 03	374,016 00	11,834,699 69	
							96,000 00	1
							375,000 00	2
							57,000 00	3
							271,200 00	4
							192,000 00	5
							44,800 00	6
	4,243 20						414,931 20	7
							226,012 54	8
							361,270 00	9
							152,800 00	10
							163,200 00	11
							134,016 00	12
							88,800 00	13
							32,800 00	14
	24,128 00					9,984 00	202,926 50	15
							149,481 60	16
							39,840 00	17
							188,816 00	18
							23,712 00	19
							779,712 00	20
							167,440 00	21
							96,000 00	22
							39,744 00	23
							80,000 00	24
							117,760 00	25
							87,808 00	26
							22,400 00	27
							117,431 48	28
							14,848 00	29
							53,699 20	30
							7,424 00	31
							20,720 00	32
							160,000 00	33
							262,384 00	34
103,312 00	414,352 29	55,449 60	164,172 29	273,929 12	113,988 03	384,000 00	17,087,276 21	

4 GEORGE V., A. 1914

## STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted.		Number.	Railways.	July 1, 1883. to June 30, 1906.	
Authority.	Amount.			\$	cts.
			Brought forward.....	15,578,072	80
60-61 Vic., c. 5	3,630,000 00	1	Canadian Pacific Ry. Co., B.C. (Crow's Nest Pass)..	3,404,720	00
60-61 " " 4	500,000 00	2	Grand Trunk Ry. Co. 'Victoria Jubilee Bridge,' Que.	500,000	00
63 " " 3		3	International Ry. of New Brunswick, formerly Res-		
67-8 Ed. VII, 63				tigouche and Western Ry. Co .....	127,208
" " " "	*	4	East Richelieu Railway Co., Quebec .....	69,952	00
7-8 Ed. VII, 63	*	5	South Shore Ry. (Quebec, Montreal and Southern)..	203,240	81
" " " "	*	6	Pembroke Southern Railway, Ontario.....	64,000	00
" " " "	*	7	Massawippi Valley Railway Co., Quebec.....	5,376	00
" " " "	*	8	Inverness and Richmond Co. Ry. N.S., now Inverness		
" " " "	*		Ry. and Coal Co. ....	368,545	97
" " " "	*	9	Canadian Northern Railway Co., Ontario, Manitoba		
" " " "	*		and N. W. T. ....	1,909,132	00
6-7 Ed. VII, 40	*	10	Canadian Pacific Railway Co. (Pipestone Branch)...	160,000	00
" " " "	*	11	Central Ontario Railway Co., Ontario.....	67,200	00
" " " "	*	12	Midland Railway Co., N.S. ....	362,200	00
62-3 Vic., c. 7	1,000,000 00	13	Quebec Bridge Co., Quebec .....	374,353	33
63-4 " " 8			14	St. Mary River Railway Co., N. W. T. ....	148,094
60-1 Vic., c. 4	212,500 00	15	† Pontiac and Pacific and Ottawa and Gatineau Ry.		
63-4 " " 2				Co. (Interprovincial Bridge over Ottawa River)..	212,500
1 Ed. VII, c. 7	*	16	Atlantic and Lake Superior Ry., Quebec.....	146,490	84
1 " " " 7	*	17	Montreal and Province Line Railway, Quebec.....	58,560	00
62-3 Vic., c. 7	*	18	York and Carleton Railway, N.B. ....	18,336	00
62-3 " " 7	*				
63-4 " " 8	*	19	Algoma Central and Hudson Bay Railway, Ontario..	924,976	00
1 Ed. VII, c. 7	*				
" " " "	*	20	Cape Breton Extension Railway, N.S. ....	182,400	00
" " " "	*	21	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)	153,866	00
" " " "	*	22	" " (Selkirk Branch).....	83,200	00
" " " "	*	23	" " (Dymont Branch).....	22,336	00
" " " "	*	24	" " (Waskada Branch) .....	64,000	00
9-10 Ed. VII, 51	*	25	Manitoulin and North Shore Ry. Co., Ontario, now		
" " " "	*		Algoma Eastern Railway Co. (1913) .....	32,000	00
" " " "	*	26	Bay of Quinté Railway Ont .....	69,120	00
" " " "	*	27	Bruce Mines and Algoma Railway, Ont .....	53,920	00
" " " "	*	28	Maganetawan River Railway Co., Ont .....	3,552	00
" " " "	*	29	Canadian Northern Quebec Ry., formerly Chateau-		
" " " "	*		guay and Northern Ry., Quebec.....	307,595	00
" " " "	*	30	Canadian Pacific Ry. Co. (Pheasant Hill Branch)...	425,200	00
" " " "	*	31	Halifax and Southwestern Railway Co., N.S. ....	653,776	00
" " " "	*	32	Northern Colonization Railway Co., Quebec .....	133,760	00
" " " "	*	33	New Brunswick Coal and Railway Co., N.B. ....	48,000	00
" " " "	*	34	Schomberg and Aurora Railway Co., Ont .....	46,144	00
" " " "	*	35	Lindsay, Bobcaygeon and Pontypool Ry. Co., Ont...	185,173	06
" " " "	*	36	Middleton and Victoria Beach Ry. Co., N.S. ....	98,092	00
" " " "	*	37	Beersville Coal and Ry. Co., N.B., now North Shore		
" " " "	*		Ry .....	20,736	00
Ed. VII, c. 57	*	38	Nicola, Kamloops and Similkameen Coal and Ry. Co.	110,592	06
4 " " 34	*	39	Canadian Pacific Ry. (Staynerville Branch).....		
6 " " 43	*	40	Klondike Mines Railway .....		
6 " " 43	*	41	Kettle River Valley Ry. Co., B.C. ....		
6 " " 43	*	42	Colchester Coal and Ry. Co., N.S. ....		
6 " " 57	*	43	Minndie Coal Co., N.S. ....		
6 " " 43	*	44	Atlantic, Quebec and Western Ry. Co., Quebec.....		
9-10 " " 51	*				
6 " " 43	*	45	Napierville Junction Ry. Co., Quebec .....		
6-7 " " 40	*	46	Edmonton, Yukon and Pac. Ry. Co., Alberta.....		
6-7 " " 40	*	47	Canadian Northern Ontario Ry. Co., formerly }		
7-8 " " 63	*		James Bay Ry. Co .....	651,264	00
			Carried forward.....	28,057,685	06

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

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

SESSIONAL PAPER No. 20

have been entered into and payments made up to March 31, 1913.—Continued.

Payments.							Total, March 31, 1913.	Number.
1906-07.	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
103,312 00	414,352 29	55,448 60	164,172 29	273,929 12	113,988 03	384,000 00	17,087,276 21	
							3,404,720 00	1
							500,000 00	2
51,200 00		189,849 60	187,494 40	169,536 00			725,288 07	3
		43,414 55	184,320 00	60,000 00	23,835 70		69,952 00	4
							514,811 06	5
							64,000 00	6
							5,376 00	7
							368,545 97	8
							1,909,132 00	9
							160,000 00	10
	76,861 36	35,404 64		24,601 32	826 17		204,893 49	11
4,967 70	31,892 40						399,060 40	12
							374,353 33	13
							148,094 00	14
							212,500 00	15
1,521 82							144,969 02	16
	14,560 00						58,560 00	17
							32,896 00	18
					133,584 00	394,859 44	1,453,419 44	19
			14,400 00				196,800 00	20
							153,866 00	21
							83,200 00	22
							22,336 00	23
							64,000 00	24
				68,638 72		254,089 40	354,728 12	25
72,692 45							141,722 45	26
							53,920 00	27
							3,552 00	28
84,224 75							391,819 75	29
							435,200 00	30
268,107 20	316,567 73						1,238,450 93	31
		68,320 00	153,120 00				355,200 00	32
							48,000 00	33
							46,144 00	34
							185,173 06	35
27,667 20							123,760 00	36
							20,736 00	37
	190,208 00						300,800 00	38
9,700 00	3,424 00						13,024 00	39
96,000 00	101,184 00						197,184 00	40
	97,771 52				148,800 00	107,138 40	353,709 92	41
	12,800 00						12,800 00	42
	18,544 00						18,544 00	43
	64,000 00	92,672 00	208,896 00	31,334 40	91,279 60	414,618 00	902,800 00	44
	173,440 00						173,440 00	45
	91,200 00						91,200 00	46
420,608 00	244,224 00	556,864 00	250,982 40	116,889 60			2,240,832 00	47
1,136,767 48	1,851,029 30	1,041,974 39	1,163,385 09	744,929 16	512,313 50	1,554,705 24	36,062,789 22	

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

4 GEORGE V., A. 1914

## STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted.		Number.	Railways.	July 1, 1883 to June 30, 1906.	
Authority.	Amount.			\$	cts.
			Brought forward	28,057,685	06
7-8 Ed. VII. c. 63	*	1	Maritime Coal and Railway Co.		
7-8 " 63	*	2	St. Marys and Western Ontario Ry. Co.		
7-8 " 63	*	3	North Shore Ry. Co., formerly Beersville Coal and Ry. Co.		
7-8 " 63	*	4	St. Maurice Valley Ry. Co.—Three Rivers to St. Maurice.		
7-8 " 63	*	5	Grand Trunk Pacific Ry. Co.		
7-8 " 43	*	6	Canadian Pacific Ry. Co., Teulon to Icelandic River.		
7-8 " 63	*	7	Canadian Pacific Ry. Co., Moosejaw northwesterly.		
7-8 " 63	*	8	Canadian and Gulf Terminal Ry. Co.		
6-7 " 40	*	9	Liverpool and Milltown Ry. 5 miles.		
7-8 " 63	*	10	Thessalon and Northern Ry. Co.		
7-8 " 34	*	11	Vancouver and Lulu Island Ry. Co.		
7-8 " 51	*	12	Quebec and Saguenay Ry. Co.		
7-8 " 63	*	13	Canadian Pacific Ry., Winnipeg to Gimli.		
		14	Ha Ha Bay Railway Co., Q.		
		15	Northern New Brunswick and Seaboard Railway Co., N.B.		
		16	Can. Northern Pacific Ry. Co., B.C.		
		17	Fredericton and Grand Lake Ry. Co., N.B.		
		18	Southampton Railway Co., N.B.		
		19	St. John and Quebec Railway Co., N.B.		
			Total	28,057,685	06
	186,500 annually				
37 Vic., ch. 14	for 20 years	20	Atlantic and Northwestern Railway	3,172,200	00
46 " 2	1,525,250 00	21	Canada Central Railway	1,525,250	00
47 " 8					
48-9 " 58	1,500,000 00	22	Canadian Pacific extension.	1,500,000	00
			Total	34,255,135	06

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 1, 1913.



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have been entered into and payments made up to March 31, 1913.—*Concluded.*

Payments.							Total March 31, 1913.	Number.
1906-07.	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13.		
§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	
1,136,767 48	1,851,029 30	1,041,974 39	1,163,385 09	744,929 16	512,313 50	1,554,705 24	36,062,789 22	
		3,200 00					3,200 00	1
		67,344 00			365 00		67,709 00	2
		6,880 00					6,880 00	3
		112,640 00		60,480 00			173,120 00	4
		367,249 00	550,551 96	302,679 04			1,220,480 00	5
			30,800 00			81,200 00	112,000 00	6
			303,360 00		78,432 00		381,792 00	7
				144,803 84	65,249 75		210,053 59	8
				32,000 00			32,000 00	9
					6,112 00		6,112 00	10
					61,760 00		61,760 00	11
					104,992 00	27,641 60	132,633 60	12
					30,176 00	4,346 43	34,522 43	13
						148,148 20	148,148 20	14
						86,528 00	86,528 00	15
						2,705,378 00	2,705,378 00	16
						104,996 04	104,996 04	17
						48,442 88	48,442 88	18
						174,120 96	174,120 96	19
1,136,767 48	1,851,029 30	1,599,287 39	2,048,097 05	1,284,892 04	859,400 25	4,935,507 35	41,772,665 92	
186,600 00	186,600 00	186,600 00					3,732,000 00	20
							1,525,250 00	21
							1,500,000 00	22
1,323,367 48	2,037,629 30	1,785,887 39	2,048,097 05	1,284,892 04	859,400 25	4,935,507 35	48,529,915 92	

3 Edward VII, Cap. 57, 4 Edward VII, Cap. 34, 6 Edward VII, Cap. 43, 6-7 Edward VII, Cap. \$3,200 per mile subsidy if the cost does not average more than \$15,000 per mile, if over that amount, of \$15,000, per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile.

W. C. LITTLE,

*Accountant.*



PART II

STATEMENTS

ON THE

DEPARTMENTAL SOLICITOR

FOR THE YEAR 1912-13

SHOWING

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

4 GEORGE V., A. 1914

GUARANTEE AGREEMENTS for the construction of Railways entered into with the

No. of agreement.	Date of signature.	Railway Company.	Line of Railway.	Authority for execution.	
				Act of Parliament.	Order in Council.
19764	1912. Nov. 29...	The Canadian Northern Alberta Ry. Company.	A line of railway extending from a point on the line of railway of the Company 150 miles west of St. Albert and thence westerly to the boundary of British Columbia at or in the Yellow-head Pass, 115 miles.	2 George V., Chap. 7.	Oct. 29, 1912

†Against east-bound traffic.

‡Against west-bound traffic.

## SESSIONAL PAPER No. 20

Department of Railways and Canals during the Fiscal Year ended March 31, 1913.

Amount of Guarantee.	Number of Miles Subsidized.	Maximum Grade Feet per Mile.	Radius of Curvature not less than.	Width of Clearing each side.	Width of Cutting.	Embankment.	Steel Rails, lbs. per lineal yard.	Date of Completion.
Guarantee of principal and interest of securities of the Company to the extent of \$35,000 per mile.	115	716	26-40 31-68	50	20	15	80	May 4th, 1915.

H. F. ALWARD,  
*Departmental Solicitor.*

4 GEORGE V., A. 1914

## SUBSIDY AGREEMENTS for the construction of Railways

No of Contract.	Date of Signature.	Railway Company.	Line of Railway or Work subsidized.	Authority for Execution.	
				Act of Parliament.	Order in Council.
	1912.				1912.
(a) 19646	Sept. 27...	The Algoma Central and Hudson Bay Ry. Co.	From Sault Ste. Marie to point on C.P.R. between White River and Dalton station.	Canada, 1912, Chap. 48.	June 29....
(b) 19806	Dec. 28..	" "	From a point on the Canadian Pacific Railway, northerly towards the National Transcontinental Railway.	Can., 1912, c. 48.	Dec. 24....
(c) 19807	Dec. 28..	" "	From a point 50 miles northerly from junction of its line with C.P.R. northerly to a junction with the N.T.R.	Can., 1912, c. 48.	Dec. 24....
(d) 19545	June 11..	The Canadian Pacific Railway Company.	From a point at or near Teulon to a point on the Icelandic River, in lieu of subsidy granted by cap. 43 of 1906.	Can., 1912, c. 48.	May 2....
19605	Aug. 27..	The Canadian Northern Pacific Railway Company.	From point at Yellowhead Pass to Vancouver and the mouth of the Fraser River.	Can., 1912, c. 49.	June 29....
19609	Aug. 2..	The Canadian Pacific Ry. Co. (lesses of the Calgary and Edmonton Ry. Company).	Towards the construction of a railway bridge over the Saskatchewan River connecting Strathcona and Edmonton.	Can., 1912, c. 48.	June 8....
	1913.				1913.
19884	Feb. 1..	Central Railway Co. of Canada.	Line of railway at or near Ste. Agathe des Monts station towards township of Howard, in Co. of Argenteuil, passing near Lake St. Joseph and St. Mary in a southerly direction.	Can., 1912, c. 48.	Jan. 2....
	1912.				1912.
19475	June 1..	The Dominion Atlantic Railway Co.	From a point on the Dominion Atlantic Railway to Government pier or wharf at Canning.	Can., 1910, c. 51.	Feb. 20....
19578	July 2..	" "	From Centreville on the Dominion Atlantic Ry. westerly to Weston, in lieu of subsidy granted by Chap. 63 of 1908, section 1, item 30.	Can., 1910, c. 51.	Feb. 30 and May 22..
(e) 19689	Oct. 19..	The Esquimalt and Nanaimo Railway Company.	From Wellington to Alberni in lieu of Chap. 63 of 1908, section 1, item 35.	Can., 1912, c. 48.	June 29....
(f) 19491	June 13..	The Fredericton and Grand Lake Coal and Railway Co.	From a point on I.C.R. at Gibson to a point at or near Minto, together with a branch line from point on above mentioned line to Marysville.	Can., 1912, c. 48.	May 30 and June 29....
19643	Sept. 12..	The Great Northern Mining and Railway Co., Ltd.	From Little River through Belle Marche to Eastern Harbour.	Can., 1912, c. 48.	Aug. 26....

## SESSIONAL PAPER No. 20

entered into during the Fiscal Year ended March 31, 1913.

Amount of Subsidy.		Number of miles subsidized.	Maximum grade feet per mile.	Radius of curvature not less than.	Width of cutting each side.	Width of Cutting.	Embankment.	Steel rails, lbs. per lineal yard.	Date of Completion.
Per Mile.	Not exceeding.								
\$	\$		Feet.	Feet.	Feet.	Feet.	Feet.	Lbs.	
3,200	6,400	200	106	478	50	20	15	56	Aug. 1, 1916.
3,200	6,400	50	32	955	50	20	15	56	Aug. 1, 1914.
3,200	6,400	65	32	1,910	50	20	15	56	Aug. 1, 1914.
3,200	6,400	35	21	1,910	50	20	15	56	Jan. 1, 1912.
12,000	12,000	525	26-40	717	50	20	15	56	July 1, 1914.
	126,000								Aug. 1, 1916.
3,200	6,400	15	98	478	50	20	15	56	Aug. 1, 1916.
3,200	6,400	1	52-80	717	50	20	15	56	Dec. 31, 1912.
3,200	6,400	15	80	1,433	50	20	15	56	Aug. 1, 1914.
3,200	6,400	60	80 116	573 410	50	*18 **16	14	56	Aug. 1, 1913.
3,200	6,400	35	63-4	955-36	50	20	15	56	Aug. 1, 1916.
3,200	6,400	3	92	819	50	20	15	56	Aug. 1, 1913.

4 GEORGE V., A. 1914

## SUBSIDY AGREEMENTS for the construction of Railways entered

Number of Contract.	Date of Signature.	Railway Company.	Line of Railway or Work Subsidized.	Authority for Execution.	
				Act of Parliament.	Order in Council.
19387	July 18.	Ha Ha Bay Railway Company.	(a) From a point on Quebec and Lake St. John Railway in Tp. of Jonquieres, at or near St. Mathias, to Ha Ha Bay; not exceeding 20 miles; (b) From Labrosse Junction to the Saguenay River, northerly through the town of Chicoutimi; not exceeding 5 miles; (c) From La Terriere Junction, southerly to Lake Kenogami, via La Terriere village; not exceeding 12 miles; (d) From a point on the Ha Ha Bay Railway, at or near Bagotville village, easterly, to the village of St. Alexis; not exceeding 3 miles.	Can., 1912, c. 48.	May 23 and June 29.
19494	June 11.	The Joliette and Lake Manuan Colonization Ry. Co.	From Joliette to or near Lake Manuan.	Can., 1910, c. 51.	May 23 . . .
19489	June 12	The North Railway Company.	From point near Montreal to Mile 837 west of Moncton of the N. T. Railway 200 miles; and from point on N. T. Railway, near Mile 837 west of Moncton in a northerly and northwesterly direction, 300 miles.	Can., 1912, c. 48.	June 7 . . .
(g) 19577	July 18	The Northern New Brunswick and Seaboard Ry. Co.	From Drummond Mines at Aus-tin Brook to point on I.C.R., from such point to Alston Point.	Can., 1912, c. 48.	April 17 and May 2 . . .
(h) 19569	June 29	Quebec and Saguenay Ry. Co.	From St. Joachim, northeasterly.	Can., 1912, c. 48.	May 23 . . .
19648	Sept. 25	Quebec Central Ry. Company.	Extension of line of railway from point (30 miles from St. George in parish of St. Justine, Co. of Dorchester, to a point in parish of St. Sabine, Co. of Bellechasse.	Can., 1912, c. 48.	July 19 . . .
(i) 19492	May 14	The Southampton Ry. Co.	From point at or near Millville to a point on the St. John River, near the Pokiok Bridge.	Can., 1912, c. 48.	May 2 and June 1 . . .
19705	Nov. 5.	The Saint John and Quebec Ry. Co.	From St. John to Grand Falls, N.B., exclusive of a railway bridge across Kennebecasis River, at or near Perry Point and two railway bridges across St. John River.	Can., 1912, c. 48.	Oct. 19 . . .

(a) Cancels and supersedes Subsidy Agreement No. 19258, dated Oct. 21st, 1911.

(b) Varied by Supplemental Agreement No. 19808.

(c) Varied by Supplemental Agreement No. 19809.

(d) Supersedes Subsidy Agreement No. 16776, dated Sept. 28, 1907.

(e) Cancels and supersedes No. 17151, dated May 27th, 1908.

(f) Permission to use 72 and 73 lb. used rails granted by authority.

Permission to use, in branch line, 56 pound used steel rails.

Varied by No. 19681. Modified by endorsement dated Dec. 21, 1912, as to curvature



SESSIONAL PAPER No. 20

into during the Fiscal Year ended March 31, 1913—*Continued.*

Amount of Subsidy.		Number of Miles Subsidized.	Maximum Grade Feet per Mile.	Radius of Curvature not less than.	Width of Clearing each Side.	Width of Cutting.	Embankment.	Steel Rails, lbs. per lineal yard.	Date Completion.
Per Mile.	Not exceeding.								
§	§		Feet.	Feet.	Feet.	Feet.	Feet.	Lbs.	
3,200	6,400	20	66	573	50	20	15	56	April 25, 1913.
		5	317	153	50	20	15	56	April 25, 1913
		12	148	573	50	20	15	56	April 25, 1913.
		3	63	573	50	20	15	56	April 25, 1913.
3,200	6,400	60	79.2	955.36	50	20	15	56	April 1, 1914.
3,200	6,400	200	716	26.40 31.68	50	20	15	80	Aug. 1, 1916.
		300							
3,200	6,400	26	80	717	50	20	15	56	Dec. 1, 1913
3,200	6,400	62.8	66	573	50	20	15	56	Aug. 1, 1916
3,200	6,400	1.54	52.80	1,146.3	50	20	15	56	Aug. 1, 1916.
3,200	6,400	13	79.2	819.02	33	20	15	52	Aug. 1, 1916.
3,200	6,400	228	53	818	49½	20	16	80	Nov. 1, 1915.

(g) Superseded by Subsidy Agreement No. 20151.

(h) Supersedes Subsidy Agreement No. 19367, dated Feb. 2, 1912.

(i) Varied by No. 19700.

† Against east-bound traffic. †† Against west-bound traffic.

\* In earth. \*† In rock.

H. F. ALWARD,  
Departmental Solicitor.

CONTRACTS entered into during the Fiscal Year ended March 31, 1913.

INTERCOLONIAL RAILWAY.

Number of Contract.	Date of Signature.	Contractors.	Description.
1912.			
19442	April 9.	R. O. McCurdy & Co.	Erection and completion of a brick freight shed at Truro, N.S.
19481	June 1.	Frank W. Wilson.	Moving of part of old Station and building used by yardmen at Truro, N.S.
19482	June 1.	Nova Scotia Car Works, Limited.	Delivery of 373 Steel Framed Box Cars, 60,000 lb. capacity.
19483	June 1.	The Preston Car and Coach Company, Limited.	Delivery of One Vestibule First-class Day Coach.
19484	June 1.	The Canadian Locomotive Company, Limited.	Delivery of 5 Consolidation Freight Locomotives.
19485	" 1.	James Pender & Company, Limited.	For the construction of a siding connecting Contractor's buildings and premises with Interecolonial Railway at St. John, N.B.
19495	" 1.	City of Fraserville.	Supply of water.
19542	" 20.	Canadian Car and Foundry Company, Limited.	Delivery of 10 Refrigerator Cars.
19544	" 20.	Canadian Car and Foundry Company, Limited.	Delivery of 20 steel underframe stock cars.
19561	" 29.	The Canadian Locomotive Company, Limited.	Delivery of 4 Simple Switching Engines.
19589	July 20.	Canadian Sand Blast Company, Limited.	Sandblasting stonework of old portion of Interecolonial Railway general office building at Moncton, N.B.
19590	April 29.	The Pullman Company.	Delivery of 1 Dining Car.
19591	" 29.	" "	Delivery of 2 Sleeping cars.
19598	July 20.	La Compagnie D'Acqueduc de St. Pierre.	Supply water at St. Pierre, Montmagny, P.Q.
19623	Aug. 21.	Sumner Company.	Supply and installation of a hot water heating system in new wing of General Office Building at Moncton, N.B.
19631	Sept. 5.	John McQuarrie and Dan. A. McDonald.	Addition to Freight Shed at Stellarton, N.S.
19644	" 21.	Thomas McAloney.	Handling coal at Springhill Junction, N.S.
19645	" 20.	LeBlanc and Leger.	Erection and completion of a Standard Passenger Station and Dwelling at Nelson, N.B.
19649	" 30.	Saint John Railway Company.	Privilege to cross Interecolonial Railway tracks on the level at Brussels Street, St. John, N.B.
19651	" 26.	Charles E. Smith.	Erection of an addition to No. 7 Pier, and rock excavation at Richmond, N.S.
19652	" 26.	William Cooke.	Ballasting of Sydney Mines Diversion.
19656	Oct. 3.	William P. McNeil and Company, Limited.	Supply and delivery of 75 ft. through steel turntable at Point Tupper, N.S.
19660	" 3.	S. H. Stevenson.	Addition to freight shed at Sydney, N.S.
19661	" 3.	Jesse C. Stewart.	Addition to freight shed at Sydney Mines, N.S.
19662	" 3.	D. H. McLean.	Erection of a combined standard passenger station dwelling and freight shed at Little Bras D'Or, N.S.
19663	" 3.	D. H. McLean.	Erection of a combined standard passenger station, dwelling and freight shed at Florence, N.S.
19669	" 8.	Emile Dube.	Erection of a brick and stone passenger station at Ste. Flavie, Que.
19684	" 19.	Morrison and Clark.	Erection and completion of a ten stall engine house and annex, a brick chimney with concrete foundation, &c., at Point Tupper, Co. of Richmond, N.S.

## SESSIONAL PAPER No. 20

CONTRACTS entered into during the Fiscal Year ended March 31, 1913.—*Continued.*INTERCOLONIAL RAILWAY—*Concluded.*

Number of Contract.	Date of Signature.	Contractors.	Description.
	1912.		
19686	Oct. 19..	J. A. Boulay.....	Erect and complete Freight Sheds at Kempt and St. Anaclet, Que.
19687	" 22..	John C. McLean.....	Erection of addition to freight portion of station building at Eel River, N.B.
19699	" 26..	J. W. Begin.....	Erection of passenger station, and moving and re-modelling of present station for a dwelling at Sayabec, Que.
19713	Nov. 11..	D. R. Morrison and P. G. Clark..	Erection of Passenger station at Chatham, N.B.
19714	" 13..	The Dominion Express Company..	The right to carry on business of express company.
19715	" 11..	The Canadian Locomotive Company, Limited.	Delivery of 4 Simple Switching Engines.
19716	" 11..	The Canadian Locomotive Company, Limited.	Delivery of 5 Consolidation Freight Locomotives.
19718	" 16..	The Montreal Locomotive Works, Limited.	Deliver 5 Consolidation Freight Locomotives.
19795	Dec. 14..	D. H. McLean.....	Erection of a Brick and Stone Passenger Station at Point Tupper, N.S.
19796	" 17..	Canada Foundry Company, Limited.	Delivery of 5 Consolidation Freight Locomotives.
19797	" 18..	Canadian Sand Blast Company, Limited.	Sandblasting and painting Intercolonial Railway bridge at Grand Narrows, C.B., N.S.
19798	" 18..	Godfroid Boulay.....	Erection of an addition to freight shed at Rimouski, Que.
19817	" 20..	The Moncton Tramways, Electricity and Gas Company, Limited.	Supply of natural gas for the operations of the Intercolonial Railway at Moncton, N.B.
19824	" 27..	The Dominion Iron and Steel Company, Limited.	Delivery of 5,000 tons of steel rails.
	1913.		
19828	Jan. 4..	D. H. McLean.....	Erection of a two-apartment dwelling at Point Tupper, N.S.
	1912.		
19835	July 22..	Canadian Car and Foundry Company, Limited.	Delivery of 2 Sleeping cars.
19837	Dec. 20..	The Commissioners of the Transcontinental Railway.	Respecting the use of the terminals of the I.C.R. at Moncton, N.B.
	1913.		
19891	Jan. 30..	Canadian Car and Foundry Company, Limited.	Delivery of 100 Steel Underframe Flat Cars of 80,000 lbs. capacity.
19892	" 30..	Canadian Car and Foundry Company, Limited.	Delivery of 1 Dining Car.
19893	" 30..	Canadian Car and Foundry Company, Limited.	Delivery of 50 all steel Hart-Otis Coal Cars of 100,000 lbs. capacity.
19894	Feb. 1..	Ernest Dionne.....	Erection of a Rest House at Rivière du Loup, Que.
19895	" 3..	Canadian Car and Foundry Company, Limited.	Delivery of 250 steel frame box cars.
19897	" 1..	Polycarpe Ouellet.....	Erection of a Standard Sand House at Rivière du Loup, Que.
19898	" 6..	The Canadian H. W. Johns-Manville Company, Limited.	Cork insulation of roof of passenger car repair shop at Moncton, N.B.
19903	" 10..	Rhodes, Curry Company, Limited	Erection of an addition to Freight Car Repair Shop at Moncton, N.B.
19908	" 12..	The Bennett and Wright Company, Limited.	Supply and installation of Vacuum Car Cleaning Plants at St. John and Moncton, N.B.

4 GEORGE V., A. 1914

CONTRACTS entered into during the Fiscal Year ended March 31, 1913.—Continued.

## INTERCOLONIAL RAILWAY—Concluded.

Number of Contract.	Date of Signature.	Contractors.	Description.
	1913.		
19917	Feb. 18.	Dominion Iron and Steel Com-pany, Limited.	Delivery of 5,000 gross tons of No. 1 steel rails.
19930	" 26	Canadian Car and Foundry Com-pany, Limited.	Delivery of 1 Vestibule First-class Day Coach.
19942	Mar. 14.	The Preston Car and Coach Com-pany, Limited.	Supply and delivery of 3 Baggage cars.
19966	Feb. 20.	Fraser and Chalmers, Limited....	Delivery of a No. 2 size Berthington Boiler, together with one extra pulverizer complete for Moncton shops.

## HUDSON BAY RAILWAY.

	1912.		
19421	April 9.	Canada Foundry Company, Lim-ited.	Construction of a railway bridge over the Saskatchewan River at Le Pas.
19546	June 13.	The Steel Company of Canada, Limited.	Delivery of 3,200 kegs of track spikes.
19593	" 28.	Canadian Tube and Iron Company, Limited.	Delivery of 840 kegs of track bolts and nuts.
19638	Sept. 20.	J. D. McArthur.....	Construction of section, Thicket Portage to Split Lake Junction, 68 miles.
19647	" 20.	Canadian Steel Foundries, Limited	Delivery of 40 sets of switches and frogs.
19799	Dec. 17.	J. D. McArthur.....	Construction of Section from Split Lake Junction to Port Nelson, 165 miles.
	1913.		
19833	Jan. 16.	The Algoma Steel Company, Limited.	Delivery of 12,000 tons of steel rails.
19896	" 30.	The Algoma Steel Company, Limited.	Delivery of 40,000 Sellers Anchor Bottom Tie Plates.
19899	Feb. 6.	The Steel Company of Canada, Limited.	Delivery of 6,800 kegs of railway spikes, 200 lbs. to the keg.
19900	Jan. 30.	The Algoma Steel Company, Limited.	Supply and delivery of 680 gross tons of steel splice bars.
19904	Feb. 10.	Canadian Steel Foundries, Limited	Delivery of 70 sets switches and frogs, being 60 sets of No. 10 and 10 sets of No. 8.
19905	" 6.	The Steel Company of Canada, Limited.	Delivery of 1,320 gross tons of Splice bars.
19906	" 10.	The Canadian Tube and Iron Company, Limited.	Delivery of 1,600 kegs of 200 lbs. each of bolts and nuts for steel rails.
19954	Mar. 29.	Dominion Iron and Steel Com-pany, Limited.	Delivery of 24,000 tons of steel rails.

## QUEBEC BRIDGE.

	1912.		
19614	April 18.	The St. Lawrence Bridge Com-pany, Limited, The Canadian Bridge Company, Limited, and The Dominion Bridge Company, Limited.	Modifying Contract No. 19,007, dated April 4, 1911, in respect of substitution of carbon steel eyebars for riveted plate members in building of top chords of cantilever and anchor arms.
19805	Dec. 26.	M. P. Davis and J. T. Davis.....	Modifying Contract No. 18,113, substructure of Quebec Bridge.

## SESSIONAL PAPER No. 20

CONTRACTS entered into during the Fiscal Year ended March 31, 1913.—Continued.

## CORNWALL CANAL.

Number of Contract.	Date of Signature.	Contractors.	Description.
	1913.		
19486	June 4.	G. R. Phillips.....	Improvement of Lower Entrance to Lock No. 15.
19487	" 6.	The Hamilton Bridge Works Company, Limited.	Delivery of a steel highway bridge over Old Lock No. 17 of Canal.
19570	July 4.	Canada Cement Company, Limited.	Delivery of Portland cement.

## FARRAN'S POINT CANAL.

	1913.		
19570	July 4.	Canada Cement Company, Limited.	Delivery of Portland cement.

## GALOPS CANAL.

	1912.		
19570	July 4.	Canada Cement Company, Limited.	Delivery of Portland Cement.
19696	Oct. 24.	Dominion Bridge Company, Limited.	Supply and erection of three steel trussed box girders for stop log purposes for needle dam at Lock No. 28.

## LACHINE CANAL.

	1912.		
19572	July 4.	Canada Cement Company, Limited.	Delivery of 43,425 bbls. of Portland cement for the Quebec Canals.

## MURRAY CANAL.

	1912.		
19608	Aug. 20.	The MacDonald Contracting Company, Limited.	Dredging of Canal.
19682	Oct. 19.	S. McLellan and J. Whitley.....	Erection of a bridge tender's residence on Canal.

## RAPIDE PLAT CANAL.

	1912.		
19570	July 4.	Canada Cement Company, Limited.	Delivery of Portland Cement.

4 GEORGE V., A. 1914

CONTRACTS entered into during the Fiscal Year ended March 31, 1913.—Continued.

## RIDEAU CANAL.

Number of Contract.	Date of Signature.	Contractors.	Description.
1912.			
19441	April 12..	J. George Gravelle and Company.	Carboning and regulating arc lamps on electric light line of Canal from foot of locks to Laurier Bridge and patrolling between said points.
19460	" 18..	The Ottawa Transportation Company, Limited.	Supply of British Columbia or 'Douglas' Fir Dimension Timber for 1912-13.
19573	July 4..	Canada Cement Company, Limited.	Delivery of 750 bbls. of Portland Cement.
19603	" 25..	John Burns and William Waters...	Delivery of 2 side dumping scows for Canal dredging plant.
19650	Sept. 27..	Concrete Constructions, Limited..	Sandblasting and painting the following bridges: Elgin Street Bridge, Concession Street Bridge, Manotick, Merrickville, Oliver's Ferry, Newboro and Brass's Point.
19674	Oct. 12..	The W. H. Kelly Lumber Company.	Delivery of a Boom Dredge.
19688	" 22..	James Bogue.....	Construction of a Concrete Lining Wall along south side of cut below Detached Lock in Smith's Falls, Ont.
1913.			
19826	Jan. 3..	The W. H. Kelly Lumber Company.	Delivery of a Wooden Tug for Canal dredging plant.

## SOULANGES CANAL.

1912.			
19706	Nov. 6..	The Phoenix Bridge and Iron Works, Limited.	Supply and delivery of 18 Steel Stop Log Frames.

## SAULT STE. MARIE CANAL.

1912.			
19604	Aug. 19.	Polson Iron Works, Limited.....	Delivery of a Steel Steam Screw Tug.

## TRENT CANAL.

1912.			
19574	July 4	Canada Cement Company, Limited.	Delivery of 51,000 barrels of Portland Cement. (Supplemented for further delivery of 51,000 bbls. of Portland Cement.)
19667	Oct. 8..	Canadian General Electric Company, Limited.	Supply and erection of electrical equipment for Strauss Highway Bascule Bridge at Campbellford, Ont.
19717	Nov. 12..	The Hamilton Bridge Works Company, Limited.	Delivery and erection of a Strauss Bascule Railway Bridge and a Fixed Span Railway Bridge over Canal at Campbellford, Ont.
1913.			
19943	Mar. 4..	Canadian General Electric Company, Limited.	Erection of electrical equipment for the Strauss Bascule Railway Bridge over Canal at Campbellford, Ont.

SESSIONAL PAPER No. 20

CONTRACTS entered into during the Fiscal Year ended March 31, 1913.—*Continued.*

## WELLAND CANAL.

Number of Contract.	Date of Signature.	Contractors.	Description.
	1912.		
19571	July 4.	Canada Cement Company, Limited.	Delivery of Portland Cement.
19630	Sept. 5.	M. J. Hogan.....	Removal of old pier and extension of the east docking at Port Colborne Entrance of Canal.
19653	" 26.	James Battle and N. W. Gowan...	Supply and delivery of 20 steel castings forming the Gowan Safety Appliances for lock gates.
19800	Nov. 14.	Dominion Bridge Company.....	Supply and erection of the steel superstructure of proposed addition to Port Colborne Elevator.

H. F. ALWARD,  
*Departmental Solicitor.*

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

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
	1912.		
19497	June 1	Wood and McConnell, Ltd.....	Priv. to lay and maintain a 4" cast iron pipe across the lands and under the tracks of the I. C. Railway at Sydney, C.B..
19551	" 18	John Sherman & Son....	Land at River Philip, Co. of Cumberland, N.S.....
19552	" 11	James Casey.....	Land at Shediac, Co. of Westmorland, N.B.....
19555	" 12	Town of Campbellton...	Priv. to lay and maintain a 6" terra cotta sewer pipe through reserve land at Campbellton, N.B.....
19554	" 11	Herbert B. Steeves.....	Land, pt. of Ballast Pit property in Town of Shediac, Co. of Westmorland, N.B.....
19579	July 4	Roberts, Simpson & Co.	Land at Point du Chêne, Co of Westmorland, N.B.....
19580	June 28	The Tudhope Carriage Company, Limited.....	Land at Hopewell, N.S.....
19581	July 4	Joseph Beaulieu.....	Priv. to lay and maintain a 3/4 inch wrought iron pipe across lands and under tracks of I. C. Railway at Cedar Hall, Que...
19582	" 4	William P. McNeil & Co., Ltd.....	Land at New Glasgow, Co. of Pictou, N.S.....
19599	" 20	Maritime Telegraph and Telephone Company, Ltd.....	Priv. to lay and maintain a 4" terra cotta conduit across lands and under tracks of I. C. Railway at New Glasgow, N.S....
19601	" 20	Town of Shediac.....	Land at Shediac, N.B.....
19602	" 20	Autosales Gum and Chocolate Company..	To place automatic selling machines in station buildings of I. C. Railway.....
19610	Aug. 7 1911	Municipality of Lauson..	Land at Lauson, Co. of Levis, Que.....
a19629	Sept. 30 1912	Alexander McIsaac.....	Land at Sydney, C.B.....
19639	Sept. 5	Jessie E. Harper.....	Ballast pit property in Town of Shediac, N.B.....
19640	" 5	The St. John Railway Company.....	Priv. to connect line of railway with the Courtenay Bay Branch of the I. C. R. at point on Erin Street, St. John, N.B.....
19649	" 30	The St. John Railway Company.....	Priv. of crossing I. C. R. tracks on level at Brussels Street, St. John, N.B.....
19665	Oct. 7	Haliburton B. McLaughlin.....	Land at Folliegh, Co. of Colchester, N.S.....
19668	" 3	William C. Cummings ..	Land at Doaktown Co. of Northumberland, N.B.....
19671	" 7	McKay Sutherland.....	Land at Brown's Point, Co. of Pictou, N.S.....
19675	Sept. 20	E. Pelletier.....	Right and priv. to lay and maintain a pipe line across lands and under tracks at Ste. Louise Station, Que.....
19676	Oct. 12	The Maritime Telegraph and Telephone Co., Ltd.....	Priv. to lay and maintain 2 underground conduits across lands and under tracks of I. C. R. at George and Townsend Streets, Sydney, N.S.....
19677	Sept. 20	The Moncton Tramways, Electricity and Gas Company, Limited.....	Priv. to lay and maintain a 4" wrought iron gas pipe on the I. C. Railway Wharf Track Branch from Foundry Street to Mechanic Street, Moncton, N.B.....
19685	Oct. 19	The Moncton Tramways, Electricity and Gas Company, Limited.....	Right and privilege to cross I. C. R. on a level and string trolley wires at Main Street, East Crossing, Moncton, N.B.....

a Too late for last year's report.



SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1913.

Area.	Term.	Commencement of term.	TERMS OF PAYMENT.		
			Annual rental.	Due each year.	First installment due.
			\$		
.....	During pleasure.....	Jan. 1, 1912	1 00	Jan. 1	Jan. 1, 1912.
470.25 sq. ft.....	".....	April 1, 1912.	1 00	April 1	April 1, 1912.
0.924 acre.....	".....	" 1, 1912	5 00	" 1	" 1, 1912.
.....	".....	Dec. 1, 1911.	1 00	Dec. 1	Dec. 1, 1911.
0.091 acre.....	".....	April 1, 1912.	1 00	April 1	April 1, 1912.
0.14 acre.....	".....	" 1, 1912.	5 00	April 1	April 1, 1912.
2,750 sq. ft.....	".....	Dec. 1, 1911.	5 00	Dec. 1	Dec. 1, 1911.
.....	".....	" 1, 1911.	1 00	Dec. 1	Dec. 1, 1911.
6,400 sq. ft.....	".....	Mar. 1, 1912.	5 00	Mar. 1	Mar. 1, 1912.
.....	".....	Jan. 1, 1912.	1 00	Jan. 1	Jan. 1, 1912.
4.66 acre.....	".....	April 1, 1912.	1 00	April 1	April 1, 1912.
.....	3 yrs. from April 1, 1912, renewable.....	.....	35% of gross collections to railway and 10% to Agent, monthly.	.....	.....
156 sq. ft.....	During pleasure.....	Jan. 1, 1912.	1 00	Jan. 1	Jan. 1, 1912.
0.6 acre.....	".....	Sept. 30, 1911.	20 00	Sept. 30	Sept. 30, 1911.
0.099 acre.....	".....	July 1, 1912.	1 00	July 1	July 1, 1912.
.....	".....	April 1, 1912.	1 00	April 1	April 1, 1912.
.....	99 years from Oct. 1, 1912.....	Oct. 1, 1912.	1 00	Oct. 1	Oct. 1, 1912.
1,740 sq. ft.....	During pleasure.....	Sept. 1, 1912	5 00	Sept. 1	Sept. 1, 1912.
4,700 sq. ft.....	".....	" 1, 1912	5 00	Sept. 1	" 1, 1912.
3,750 sq. ft.....	".....	" 1, 1912.	5 00	" 1	" 1, 1912.
.....	".....	Aug. 1, 1912.	1 00	Aug. 1	Aug. 1, 1912.
.....	".....	July 1, 1912.	1 00	July 1	July 1, 1912.
.....	".....	" 1, 1912.	5 00	July 1	" 1, 1912.
.....	".....	Jan. 1, 1912.	1 00	Jan. 1	Jan. 1, 1912.

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

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
19690	Oct. 19	The Atlantic Lumber Company, Limited...	Priv. to lay and maintain one 10" blow-pipe across the lands and under tracks of the I.C.R. at a point 9-06 miles east of Truro, N.S.
19691	" 19	Hiram D. McLean.....	Priv. to lay and maintain a 10" blow-pipe across lands and under tracks of I.C.R. at a point 8-99 miles east of Truro, N.S.
19692	" 19	Corporation of the Seminary of Rimouski....	Priv. to lay and maintain a 1" water pipe across right of way and under tracks of the I.C.R. near station at Rimouski, Que.
19693	" 21	The River Philip Lumber and Sluice Company.....	Priv. to lay and maintain a sluice-way under eastern span of River Philip Bridge and across right of way of I.C.R. at point .35 miles west of Oxford Junction Station, N.S.
19701	" 26	The New Brunswick Telephone Co., Ltd...	Priv. to erect and maintain a telephone wire across tracks of I.C.R. at Painsce Junction, Co. of Westmorland, N.B.
19702	" 26	The New Brunswick Telephone Co., Ltd.....	Priv. to erect and maintain telephone wires across lands and over tracks of I.C.R. at point 1,716 feet east of Mile Post 42 from St. John, and at point 588 feet west of Mile Post 42 from St. John.
19707	Nov. 2	Thomas G. Scott.....	Land at Dalhousie Co. of Restigouche, N.B.
19708	" 2	Charles A. Ross.....	Land at Pictou Landing, Co. of Pictou, N.S.
19721	" 16	Price Brothers and Company, Limited.....	Land at Montmagny, Co. of Montmagny, Que.
19724	" 20	Moncton Tramways, Electricity and Gas Co., Ltd.....	Priv. to lay, maintain and operate extension of street railway on John Street, Moncton, N.B., from boundary line of I.C.R. property towards railway shops, 665 feet.
19726	" 20	The New Brunswick Telephone Company, Limited.....	Priv. to stretch and maintain six telephone wires across tracks of I.C.R. at public crossing 376 feet west of Loggieville Station, N.B.
19802	Dec. 17	The Acadia Coal Company, Limited.....	Priv. to erect and maintain 2 telephone wires across lands and tracks of I.C.R. at a point 600 feet west of Lourdes Station, N.S.
19803	" 17	Leon N. Cotnoir.....	Land at St. Germain, Co. of Drummond, Que.
19811	" 20	The Acadia Telephone Company.....	Priv. to erect and maintain telephone poles and wires on I.C.R. lands at Rogersville, N.B.
19812	" 20	J. Alfred Savoie and J. Alcide Savoie.....	Land at Manseau, Co. of Nicolet, Que.
19813	" 20	Municipality of St. Romuald.....	Priv. to lay and maintain a 4" water pipe and an 8" sewer pipe across lands and under tracks of I.C.R. at St. Romuald, Co. of Levis, Que.
19814	" 20	John Edward McDonald	Land at Belmont, Co. of Colechester, N.S.
19815	" 20	The Moncton Tramways Electricity and Gas Company, Limited...	Priv. to stretch and maintain 4 wires for lighting purposes across lands and tracks of I.C.R. on line of George St., Moncton, N.B.
19816	" 20	The Moncton Tramways, Electricity and Gas Company, Limited...	Priv. to lay and maintain pipes for the conveyance of natural gas under tracks of I. C. Railway at certain crossings in the City of Moncton, N.B.
19825	" 27	John Herbert Shaw.....	Land at Pictou Landing, Co. of Pictou, N.S.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1913.—Continued

Area.	Term.	Commencement of term.	TERMS OF PAYMENT.		
			Annual rental.	Due each year.	First installment due.
			\$		
.....	During pleasure.....	Aug. 1, 1912.	1 00	Aug. 1....	Aug. 1, 1912.
.....	“ .....	“ 1, 1912.	1 00	“ 1....	“ 1, 1912.
.....	“ .....	Jan. 1, 1912.	1 00	Jan. 1....	Jan. 1, 1912.
.....	“ .....	Sept. 1, 1912.	1 00	Sept. 1....	Sept. 1, 1912.
.....	“ .....	Aug. 1, 1912.	1 00	Aug. 1....	Aug. 1, 1912.
.....	“ .....	Sept. 1, 1912.	2 00	Sept. 1....	Sept. 1, 1912.
525 sq. ft. ....	“ .....	Oct. 1, 1912.	5 00	Oct. 1....	Oct. 1, 1912.
6,600 sq. ft. ....	“ .....	Sept. 1, 1912.	5 00	Sept. 1....	Sept. 1, 1912.
1,264 sq. ft. ....	“ .....	Oct. 1, 1912.	1 00	Oct. 1....	Oct. 1, 1912.
6,756 sq. ft. ....	“ .....	“ 1, 1912.	1 00	Oct. 1....	“ 1, 1912.
192 sq. ft. ....	“ .....	“ 1, 1912.	1 00	“ 1....	“ 1, 1912.
.....	“ .....	“ 1, 1912.	1 00	“ 1....	“ 1, 1912.
.....	“ .....	“ 1, 1912.	1 00	“ 1....	“ 1, 1912.
3,500 sq. ft. ....	“ .....	“ 1, 1912.	5 00	“ 1....	“ 1, 1912.
.....	“ .....	“ 1, 1912.	5 00	“ 1....	“ 1, 1912.
.....	“ .....	Jan. 1, 1910.	1 00	Jan. 1....	Jan. 1, 1910.
687 sq. ft. ....	“ .....	Oct. 1, 1912.	5 00	Oct. 1....	Oct. 1, 1912.
.....	“ .....	“ 1, 1912.	1 00	“ 1....	“ 1, 1912.
300 sq. ft. ....	“ .....	“ 1, 1912.	1 00	“ 1....	“ 1, 1912.
.....	“ .....	“ 1, 1912.	1 00	“ 1....	“ 1, 1912.
.....	“ .....	Nov. 1, 1912.	1 00	Nov. 1....	Nov. 1, 1912.
5,000 sq. ft. ....	“ .....	Sept. 1, 1912.	5 00	Sept. 1....	Sept. 1, 1912.

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

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
	1913		
19834	Jan. 4	City of St. John.....	Priv. to lay and maintain a 36" pipe across lands and under tracks of I.C.R. at St. John, N.B.
19960	" 7	Atlantic Sugar Refining Company, Limited....	Land in the City of St. John, N.B.
19996	Mar. 20	The Adamsville Telephone Company, Limited.....	Priv. to stretch and maintain a telephone wire across main line of I.C.R. at Adamsville, Co. of Kent, N.B.

## PRINCE EDWARD

	1912		
19465	Apr. 30	G. DesRoches & Company.....	Land at Miscouche, Co. of Prince, P.E.I.
19804	Dec. 18	M. C. Delaney.....	Land at Albany Station, P.E.I.
19818	" 20	Benjamin Gallant.....	Land at Bloomfield, P.E.I.
19819	" 20	Daniel W. Howard.....	Land at Milton Station, P.E.I.
	1913		
19910	Jan. 30	Government of Prince Edward Island.....	Priv. to lay and maintain a sewage pipe across right of way of railway in Royalty of Charlottetown, P.E.I.

## LACHINE

	1912		
19434	Apr. 9	Dominion Flour Mills, Limited.....	Priv. to construct and maintain a concrete tunnel under and across Canal lands opposite Cad. Lot. No. 342-4, in Par. of Montreal, Que.
*19435	" 9	Dominion Cartridge Company, Limited.....	Priv. to maintain a 3" water pipe from Canal to Lessee's property on Cadastral Lot No. 2152, St. Henri, Montreal; and draw water....
19461	" 25	The Steel Company of Canada, Limited.....	Land on north bank of Canal near River St. Pierre Culvert....
19462	" 25	The Canadian Pacific Railway Company.....	Priv. to lay, maintain and operate a siding on south side of Canal, in St. Paul Ward, Montreal.....
19488	June 1	Town of Lachine.....	Priv. to erect and maintain on Canal lands above Laclue Locks, two steel towers to carry electric wires across Canal.....
19499	" 1	The William Rutherford and Sons Company, Ltd.....	Land on North West side of Canal near Brewster's Bridge in Town of Ste. Cugonde, Parish of Montreal.....
19548	" 11	Page Hersey Iron, Tube and Lead Company, Ltd.....	Land at St. Henry, Montreal.....
19549	" 1	The N.K. Fairbank Company, Limited.....	Priv. to lay and maintain a sewer across Canal lands and under Canal from Lessee's works on Cad. Lot No. 1020, Par. of Lachine, to Collecting drain on North side of Canal.....
†19553	" 12	City of Montreal.....	Land, part of Cad. Lot No. 327 in Ste. Ann's Ward, Montreal..

<sup>b</sup> Letters Patent.

\*Supersedes Lease No. 16900 dated Nov. 21, 1907.

†Cancels or supersedes Lease No. 19168.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1913.—*Continued.*

Area.	Term.	Commencement of term.	TERMS OF PAYMENT.		
			Annual rental.	Due each year.	First installment due.
			\$		
.....	During pleasure.....	Nov. 1, 1912	1 00	Nov. 1.....	Nov. 1, 1912.
9.66 acre.....	21 years.....	Jan. 7, 1913	1 00	Jan. 7.....	Jan. 7, 1913.
.....	During pleasure.....	Sept. 1, 1912.	1 00	Sept. 1.....	Sept. 1, 1912.

## ISLAND RAILWAY.

1,250 sq. ft.....	During pleasure.....	Mar. 1, 1912.	5 00	Mar. 1.....	Mar. 1, 1912.
1,050 sq. ft.....	".....	Sept. 1, 1912.	1 00	Sept. 1.....	Sept. 1, 1912.
625 sq. ft.....	".....	Oct. 1, 1912.	5 00	Oct. 1.....	Oct. 1, 1912.
600 sq. ft.....	".....	Nov. 1, 1912	5 00	Nov. 1.....	Nov. 1, 1912
.....	".....	Oct. 1, 1911	1 00	Oct. 1.....	Oct. 1, 1911.

## CANAL.

.....	During pleasure.....	Mar. 1, 1912	20 00	Mar. 1.....	Mar. 1, 1912.
.....	".....	Feb. 1, 1912.	60 00	Feb. 1.....	Feb. 1, 1912.
1,500 sq. ft.....	".....	Mar. 1, 1912.	45 00	Mar. 1.....	Mar. 1, 1912.
.....	".....	April 1, 1912.	96 00	April 1.....	April 1, 1912.
.....	".....	" 1, 1912.	25 00	" 1.....	" 1, 1912.
5,550 sq. ft.....	".....	May 1, 1912.	333 00	May 1.....	May 1, 1912.
3,800 sq. ft.....	".....	" 1, 1912	152 00	" 1.....	" 1, 1912.
.....	".....	April 1, 1912.	50 00	April 1.....	April 1, 1912.
6,600 sq. ft.....	21 years renewable.....	May 1, 1912.	5 00	May 1.....	May 1, 1912.

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

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
	1912		
c19588	July 19	The Ottawa Forwarding Company, Limited...	Space, Flour Shed No. 1, fronting on Basin No. 4.....
19594	" 20	G. E. Jacques & Company.....	Space, Flour Shed No. 3, fronting on Basin No. 3.....
19595	" 20	G. E. Jacques & Company.....	Space, St. Gabriel Shed No. 1, on St. Gabriel Basin No. 1.....
d19596	" 20	The Canadian Sand and Gravel Company.....	Land on south bank of Canal, west of St. Gabriel Lock.....
19600	" 20	J. W. Norcross.....	Flour Shed No. 2 on Basin No. 3, and Flour Sheds Nos. 4 and 5 on North side of Basin No. 2.....
19616	Aug. 20	Matthews-Laing, Ltd....	Land on south east side of Mill Street, fronting on Oak Street, at Point St. Charles.....
19620	Aug. 7	The Hall Engineering Works.....	Tate Dry Dock and Canal lands, being pt. of Cad. Lot No. 326, in Parish of Montreal.....
e19641	Sept. 5	Montreal Park and Island Railway.....	Lots 1005, 950 and 964 of Par. of Lachine, Co. of Jacques Cartier, Que.....
19642	" 5	Montreal Park and Island Railway.....	Part of Lot No. 3606 of Par. of Montreal, Co. of Jacques Cartier, Que.....
19678	Oct. 12	Canadian Car and Foundry Company, Limited.....	Priv. to lay and maintain and operate on Canal lands, on north bank of Canal, a track 2,000 feet long.....
19683	Sept. 25	The Bell Telephone Company of Canada, Ltd.....	Priv. to erect and maintain 2 poles on north side of Canal for purposes of running wires to premises of Dominion Mahogany and Veneer Company.....
19694	Oct. 22	The Imperial Oil Company, Limited.....	Priv. to lay and maintain three 6-inch iron pipes under Canal lands at Cote St. Paul.....
f19801	Dec. 17	The Grand Trunk Railway Company of Canada.....	Priv. to lay, maintain and operate railway tracks on Canal lands west of Wellington Basin.....
19820	" 20	City of Montreal.....	Priv. to lay and maintain a 36" water main under Canal on line of Seminary Street.....
	1913		
19829	Jan. 9	Andrew Baile.....	Land, part of Lot No. 324 on west side of Wellington Basin, St. Anne's Ward, Montreal.....
	1912		
19830	Dec. 17	Canadian Pacific Ry. Co.....	Priv. to lay and maintain 2 12" water pipes across Canal lands and under Canal near swing bridge.....
19831	" 27	Canadian Pacific Ry. Co.....	Priv. to lay and maintain and operate spur line of railway on Canal land from Boundary stone No. 77 and connecting with south branch line, 240 feet.....

c Assigned to The Ottawa Transportation Company, Limited, by No. 19933.

d Surrendered.

e Cancels Lease No. 12294, of March 5th, 1896, and supersedes said Lease as to part of Lots Nos. 950, and 964.

f Cancels and supersedes Lease No. 8735, dated Feb. 1st, 1888.

## SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1913.—Continued.

Area.	Term.	Commence- ment of term.	TERMS OF PAYMENT.		
			Annual rental.	Due each year.	First install- ment due.
			\$		
14,122.5 sq. ft.....	5 years.....	May 1, 1912.	2,118 37½	May 1....	May 1, 1912.
7,078.8 sq. ft.....	5 ".....	Oct. 1, 1912.	1,061 82	Oct. 1....	Oct. 1, 1912.
30,260 sq. ft.....	5 ".....	May 1, 1912.	3,631 20	May 1....	May 1, 1912.
13,500 sq. ft.....	During pleasure.....	" 1, 1912.	405 00	" 1....	" 1, 1912.
13,949.5 sq. ft. 6,212.5 "					
9,256.4 "	5 years.....	" 1, 1912.	5,465 19	" 1....	" 1, 1912.
15,491 sq. ft.....	17 " 10 mos.....	" 1, 1912.	620 00	" 1....	" 1, 1912.
.....	10 ".....	" 1, 1912.	4,000 00	" 1....	" 1, 1912.
4.7815 acre..... 0.233 arp. 0.215 arp.	6 ".....	" 1, 1911.	10 00	" 1....	" 1, 1911.
6,672 sq. ft.....	21 years.....	June 1, 1910.	66 72	June 1....	June 1, 1910.
.....	During pleasure.....	Oct 1, 1912.	640 00	Oct. 1....	Oct. 1, 1912.
.....	".....	Sept. 1, 1912.	2 00	Sept. 1....	Sept. 1, 1912.
.....	".....	Aug. 1, 1912.	10 00	Aug. 1....	Aug. 1, 1912.
.....	".....	Oct. 1, 1912.	2,197 50	Oct. 1....	Oct. 1, 1912.
.....	".....	Nov. 1, 1912.	1 00	Nov. 1....	Nov. 1, 1912.
27,300 sq. ft.....	5 years renewable.....	Oct. 1, 1912.	2,184 00.....	April 1.... Oct. 1	April 1, 1912.
.....	During pleasure.....	April 1, 1912.	50 00	April 1....	April 1, 1912.
.....	12 yrs. and 2 mths.....	Sept. 1, 1912.	60 00	Sept. 1....	Sept. 1, 1912.

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

No. of Lease	Date of Signature	Lessee	Lands or rights demised.
19832	1913 Jan. 4	The Grand Trunk Railway Company of Canada	Priv. to lay cable for transmission of 30 h.p. of electric power from Mill Street power station to Lessee's swing bridge, east of the Wellington Street Bridge.
19836	1912 Dec. 26	The N. K. Fairbank Company, Limited	Priv. to lay and maintain an 8" service pipe to draw water from Canal to Lessee's works at Cote St. Paul, and a 12" pipe to draw water for fire protection.
19911	1913 Jan. 30	The Dominion Gresham Guarantee and Casualty Company	Priv. to lay and maintain a 1" iron pipe across Canal land on north bank of Canal.
19912	1912 Feb. 10	Dominion Flour Mills, Limited	Land on north bank of Canal at south east corner of new Basin at St. Henry; also priv. to erect and maintain a conveyor, spout and wire.
19936	1913 Mar. 5	Canadian Carbonate Company, Limited	Priv. to lay and maintain an 8" water pipe across Canal lands from Canal to Lessee's works on Cad. Lots Nos. 3523 and 3524, Par. of Montreal, Que., and draw water.
19944	" 4	Dominion Mahogany & Veneer Company, Limited	Priv. to lay and maintain an 8" pipe from Canal to Lessee's works on Cad. Lot No. 1005 of Parish of Lachine, and draw water.
19949	" 14	Canadian Car and Foundry Company, Limited	Priv. to lay, maintain and operate a single track line of railway on north bank of canal.
19950	" 20	The Bell Telephone Co. of Canada, Limited	Priv. to lay and maintain nine 3½ inch conduit pipes across Canal lands and across Canal west of Napoleon Street Bridge, Montreal.

## BEAUHARNOIS

19433	1912 April 12	Pascal Mercier	Land, part of lot No. 531 of Town of Valleyfield, Que.
†19569	June 29	Joseph Latonde	Land between King's Highway and River St. Lawrence, pt. of Lot No. 160 of Official Plan and Book of Reference for Par. of Ste. Cecile, Co. of Beauharnois, Que.

## CHAMBLY

19913	1913 Jan. 30	The Montreal and Southern Counties Ry. Co.	Priv. to erect and maintain 2 sets of poles on Canal land to carry a trolley wire for electric railway line crossing Canal at Chambly Canton.
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† Supercedes Lease No. 15418, dated April 20, 1904.



## SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1913.—*Continued.*

Area.	Term.	Commencement of term.	TERMS OF PAYMENT.		
			Annual rental.	Due each year.	First installment due.
			\$		
	During pleasure.....	July 19, 1912.	225 00	July 19	July 19, 1912
	" .....	Oct. 1, 1912	463 32	Oct. 1	Oct. 1, 1912.
	" .....	Jan. 1, 1913.	1 00	Jan. 1	Jan. 1, 1913.
1,660 sq. ft.	" .....	Feb. 1, 1913	66 00	Feb. 1	Feb. 1, 1913.
	" .....	Mar. 1, 1913	360 00	Mar. 1	Mar. 1, 1913.
	" .....	May 1, 1913	360 00	May 1	May 1, 1913.
	21 years .....	Mar. 1, 1913	50 00	Mar. 1	Mar. 1, 1913.
	During pleasure.....	" 1, 1913.	50 00	" 1	" 1, 1913.

## CANAL.

0.8 arp.....	During pleasure.....	Oct. 1, 1911.	1 00	Oct. 1	Oct. 1, 1911.
8 arp., 25 per.....	" .....	April 1, 1912	4 00	April 1	April 1, 1912.

## CANAL.

	During pleasure.....	Nov. 1, 1912.	5 00	Nov. 1	Nov. 1, 1912.
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4 GEORGE V., A. 1914

WATER POWER and other Public Property leased by the Department of  
CHATS FALLS

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
19670	1912 Oct. 3	The Canadian Northern Ontario Railway Co.	Land, part of Lot No. 29, Range 1, Tp. of Bristol, Co. of Pontiac, Que.....

## GALOPS

19633	1912 Sept. 5	M. F. Beach.....	Priv. to erect and maintain an electric transmission line on Canal lands in Village of Iroquois, Ont., on Iroquois section of Canal.....
19666	Oct. 3	The Bell Telephone Co. of Canada, Limited...	Priv. to lay and maintain a telephone cable under Canal at point 406 feet west of Swing Bridge over Lock No. 25 at Iroquois, and to erect and maintain 2 poles.....
**19711	Nov. 2	George Robinson.....	Land and land covered with water on north side of King's highway on west half of Lot No. 30 in 1st Concession of the Township of Matilda, Co. of Dundas, Ont.....

## MURRAY

19673	Oct. 3	W. W. Porte.....	Priv. to erect and maintain a telephone line across Canal and Canal lands at Brighton Road Bridge.....
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## RIDEAU

19436	1912 April 12	The Ottawa Gas Company.....	Priv. to lay and maintain a 12" gas main across Canal lands and under Canal west of Bronson Avenue Swing Bridge, in the City of Ottawa, Ont.....
19467	May 3	Ottawa Terminals Ry. Co.....	Priv. to lay a tile pipe from point between Chateau Laurier and Dufferin Bridge to Canal.....
19469	June 1	W. W. Walker.....	Land, part of Lot No. 17 in the 7th Con. of the Tp. of North Elmsley, Ont.....
19583	" 28	Trustees of "The Ottawa Motor Boat Association.....	Land covered with water on south side of Canal, opposite Exhibition Grounds, near Bank Street Bridge, Ottawa, Ont.
19597	July 20	W. J. Henry.....	Land covered with water, part of Lot "K," Concession "C," Tp. of Nepean, Co. of Carleton, Ont.....
19901	1913 Jan. 30	W. H. Sturgeon.....	Part of Lot No. 1 in the 5th Con. of Tp. of South Crosby, in the County of Leeds, Ont.....
19914	Jan. 30	William J. Henry.....	Land on east bank of Canal in Lot "K," Concession "C," Tp. of Nepean County of Carleton, Ont.....
19932	Mar. 1	The Ottawa Gas Co....	Priv. to lay and maintain a 24" gas main across Canal lands and under Canal in vicinity of Hawthorne Street, Ottawa, Ont..

\*\* Cancels and supersedes Lease No. 17933, dated Sept. 1, 1909.

h Assigned to Jas. V. Watson by No. 19722.

i Assigned to The Ottawa Motor Boat Club, Ltd., by No. 20018.

j Cancelled, surrendered and superseded by No. 19914.

k Supersedes No. 18877, dated Dec. 21, 1910.

l Cancels, surrenders and supersedes Lease No. 19597, dated July 20, 1912.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1913.—Continued.

CANAL.

Area.	Term.	Commence- mentofterm.	TERMS OF PAÏMENT.		
			Annual rental.	Due each year.	First install- ment due.
0.46 acre.....	21 years renewable....	Oct. 1, 1912.	\$ 1 00	Oct. 1....	Oct. 1, 1912.

CANAL.

.....	During pleasure.....	Aug. 1, 1912.	2 00	Aug. 1....	Aug. 1, 1912.
.....	".....	Sept. 1, 1912.	1 00	Sept. 1....	Sept. 1, 1912.
1,342 acre.....	".....	Mar. 1, 1912.	1 00	Mar. 1....	Mar. 1, 1912.

CANAL.

.....	During pleasure.....	Sept. 1, 1912.	1 00	Sept. 1....	Sept. 1, 1912.
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CANAL.

.....	During pleasure.....	April 1, 1912.	1 00	April 1....	April 1, 1912.
.....	".....	Oct. 1, 1911.	1 00	Oct. 1....	Oct. 1, 1911.
0.6 acre.....	".....	May 1, 1912.	5 00	May 1....	May 1, 1912.
2.37 acre.....	".....	" 1, 1912.	1 00	" 1....	" 1, 1912.
0.63 acre.....	".....	July 1, 1912.	50 00	July 1....	July 1, 1912.
1.6 acre.....	".....	Jan. 1, 1913.	7 50	Jan. 1....	Jan. 1, 1913.
1.3 acre.....	".....	" 1, 1913.	15 00	" 1....	" 1, 1913.
.....	".....	Feb. 1, 1913.	1 00	Feb. 1....	Feb. 1, 1913.

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

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
19951	Mar. 20	T. A. Kidd.....	Land and land covered with water on south side of Canal Cut at Burritt's Rapids Lock Station, being part of Lot 5 in the 1st Concession, Co. of Grenville, Ont.....
<b>SAULT STE.</b>			
19607	1912 Aug. 2	The Algoma Central and Hudson Bay Railway Company.....	Portions of St. Mary's Island and adjacent waters, in Town of Sault Ste. Marie, Algoma District, Ont.....
<b>TRENT</b>			
19437	April 9	George E. Laidlaw.....	Land, parts of Lots Nos. 1, 2, 3, 4, and 5, parts of Lot lettered "C" and parts of Block known as Govt. Reserve, south of Portage Road, Tp. of Bexley, Co. of Victoria, Ont.....
19438	April 9	The Canadian Pacific Railway Company....	Priv. to erect and maintain a telegraph line over Canal on lot No. 6, Con. "B," Tp. of Thorah, Co. of Ontario, Ont.....
19617	Aug. 7	E. H. Mann and Company.....	Land, pt. of Lot No. 1 in the 12th Concession of the Tp. of Douro, Co. of Peterborough, Ont.....
19619	" 7	John McPherson.....	Land in 3rd and 4th Concession of Township of Eldon, Co. of Victoria, Ont.....
19823	Nov. 26	The Seymour Power and Electric Co., Ltd.....	Priv. to erect and maintain a transmission line across Trent River in Campbellford, Ont.....
19946	1913 Mar. 14	The Campbellford, Lake Ontario and Western Railway Company....	Priv. to construct and maintain a high level bridge over Trent River in Town of Trenton, Ontario, and of operating a line of railway thereon.....
19961	Mar. 29	Crushed Stone, Limited	Land, part of the east half of Lot No. 1 and the west half of Lot No. 1 in the 5th Con. of the Tp. of Carden, Co. of Victoria, Ont.; and privilege to take stone piled thereon.....
<b>WELLAND</b>			
19477	1912 May 1	The Buffalo Union Fur-nace Company.....	Land and Land covered with water on east side of Canal Basin in Port Colborne, being parts Lots Nos. 26 and 27 in 1st Con. of Tp. of Humberstone, Co. of Welland.....
19498	June 1	Milo Gillap.....	Land on north side of Canal Feeder between Tamarack and Oak Streets, in Dunnville, Ont.; being part of Lot No. 3 in 1st Range, Tp. of Moulton, Co. of Haldimand.....
19584	" 28	The Queen City Oil Co., Ltd.....	Land, part of Lot No. 12 in 6th Con. of the Tp. of Grantham, Co. of Lincoln, Ont.; and privilege to lay and maintain 3 pipe lines from Canal to said parcel of land.....
<p><i>n</i> Cancels and supersedes Lease No. 14879, dated March 29th, 1902.  <i>o</i> Cancels and supersedes Lease No. 18363, dated April 25th, 1910.  <i>p</i> Cancels and supersedes Lease No. 18404 granted to Peter McPherson, dated May 30th, 1910.  <i>q</i> Supersedes Leases Nos. 15220, 15222, 15223, 15224, 15225, 15226 and 15287.</p>			

## SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1913.—*Continued.*

Area.	Term.	Commence- ment of term.	TERMS OF PAYMENT.		
			Annual rental.	Due each year.	First install- ment due.
1,332 sq. ft.....	During pleasure.....	April 1, 1913.	\$ 5 00	April 1.....	April 1, 1913.
<b>MARIE CANAL.</b>					
17.94 acre.....	21 years.....	April 1, 1912.	400 00	April 1.....	April 1, 1912
<b>CANAL.</b>					
16.88 acres. 40.6 acres.....	During pleasure.....	Mar. 1, 1912.	28 50	Mar. 1.....	Mar. 1, 1912.
.....	".....	Jan. 1, 1912.	1 00	Jan. 1.....	Jan. 1, 1912.
1.4 acres.....	".....	Mar. 1, 1912.	25 00	Mar. 1.....	Mar. 1, 1912.
26.66 acres. 13.23 acres.....	".....	Mar. 15, 1912.	39 89	Mar. 15.....	Mar. 15, 1912.
.....	".....	Nov. 1, 1912.	1 00	Nov. 1.....	Nov. 1, 1912.
.....	21 years renewable....	Jan. 1, 1913.	10 00	Jan. 1.....	Jan. 1, 1913.
2.415 acres.....	During pleasure.....	Mar. 1, 1913.	30 00	Mar. 1.....	Mar. 1, 1913.
<b>CANAL.</b>					
5.00 acres..... 55.47 acre.....	21 years renewable....	May 1, 1912.	2,689 80	May 1.....	May 1, 1912.
0.06 acres.....	During pleasure.....	" 1, 1912.	10 00	" 1.....	" 1, 1912.
1.9 acres.....	".....	April 1, 1912.	25 00	April 1.....	April 1, 1912.

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

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
19618	Aug. 20	The Grand Trunk Railway Company of Canada.....	Land, part of Lot No. 27 in 1st Con. of Tp. of Humberstone, Co. of Welland, Ont., now in Village of Port Colborne....
19658	Sept. 25	City of St. Catharines..	Land and priv. to construct concrete arch bridge over old canal in St. Catharines.....
19672	" 25	The Ontario Power Co. of Niagara Falls.....	Priv. to erect and maintain an electric transmission line along east and south sides of Old Canal, from Lock No. 4 to vicinity of Lock No. 2, St. Catharines, Ont.....
19679	" 25	The Ontario Power Co. of Niagara Falls.....	Priv. to lay and maintain a 3" intake pipe across Canal lands and draw water from Canal, and lay and maintain a return pipe, at Port Colborne, Ont.....
19695	Oct. 19	The Dunnville Consolidated Telephone Company, Ltd.....	Priv. to erect 2 telephone lines, one on each side of Feeder from Junction to line between Tps. of Moulton and Wainfleet; also to lay submarine cable across Feeder at Stromness Station...
19698	Oct. 26	The Maple Leaf Rubber Company, Limited...	Land between Old and New Canals, near Lock No. 1, and being part of Lot No. 21 in 1st Con. of the Tp. of Grantham, Co. of Lincoln, Ont.....
19710	Nov. 2	The Steel and Radiation, Limited.....	Priv. to lay and maintain a 4" water pipe across Canal land at St. Catharines, Ont.; and draw 25,000 gal. of water per day..
19719	" 11	The Niagara, St. Catharines and Toronto Railway Company....	Priv. to lay and maintain rails upon Bridge over Canal at Niagara Street crossing at St. Catharines, Ont.; for purposes of electric line of railway.....
19821	Dec. 20	Township of Crowland.	Priv. to lay and maintain a 12" Sewer Pipe on Canal lands in Tp. of Crowland, and to connect same with Government sewer along east side of Canal.....
19822	" 20	E. H. McNulty.....	Land in Village of Port Dalhousie, being part of Lot No. 21 in 1st Con. of Tp. of Grantham, Co. of Lincoln, Ont.....
19907	1913 Feb. 6	Village of Port Colborne	Land, parts of Lot No. 27 in the 1st Con. of the Tp. of Humberstone, County of Welland, Ont.....
19916	" 17	The Ontario Power Company of Niagara Falls	Priv. to erect and maintain a transmission line over railway spur to the Government elevator at Port Colborne, Ont...

SESSIONAL PAPER No. 20

## Railways and Canals during the Fiscal Year ended March 31, 1913—Continued.

Area.	Term.	Commencement of term.	TERMS OF PAYMENT.		
			Annual rental.	Due each year.	First installment due.
			\$		
14.33 acres.....	21 years renewable....	Feb. 1, 1912.	475 20	Feb. 1....	Feb. 1, 1912.
0.09 acre.....	21 years.....	Sept. 1, 1912.	1 00	Sept. 1....	Sept. 1, 1912
.....	During pleasure.....	July 1, 1912.	200 00	July 1....	July 1, 1912.
.....	".....	Aug. 1, 1912.	20 00	Aug. 1....	Aug. 1, 1912.
.....	".....	July 1, 1911.	25 00	July 1....	July 1, 1911.
0.38 acre.....	8 yrs. and 9 mths. renewable.....	Aug. 1, 1912.	30 00	Aug. 1....	Aug. 1, 1912.
.....	During pleasure.....	Sept. 1, 1912.	100 00	Sept. 1....	Sept. 1, 1912.
.....	".....	Jan. 1, 1913.	300 00	Jan. 1....	Jan. 1, 1913.
.....	".....	Oct. 1, 1912.	5 00	Oct. 1....	Oct. 1, 1912.
0.06 acre.....	".....	Dec. 1, 1912.	10 00	Dec. 1....	Dec. 1, 1912.
1.70 } acre.....	".....	Jan. 1, 1913.	1 00	Jan. 1....	Jan. 1, 1913.
0.11 }	".....	Feb. 1, 1913.	1 00	Feb. 1....	Feb. 1, 1913.

H. F. ALWARD,  
Departmental Solicitor.

4 GEORGE V., A. 1914

PROPERTY leased to the Department of Railways and Canals by  
INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
19621	1912 Aug. 7	J. P. Fairbanks.....	Space for ticket office and division freight office, in Nos. 107, 109 and 144 Hollis Street, Halifax, N.S.....
19712	" 29	The Western Union Telegraph Company.....	All rooms of ground floor of building known as No. 3, and 2 rooms and toilet of 2nd floor of building known as No. 4, 5 King Street, St. John, N.B.....
TRENT			
19637	Sept. 5	The Hamilton Bridge Works Co., Ltd.....	Land in City of Hamilton, Ont.....
QUEBEC			
19439	April 12	William Massey Birks et al.....	Of Rooms Nos. 301, 302, 303, 304, 305, 306 and 307 in building known as "New Birks Building," on Phillips Square, Montreal
19523	" 18	St. Lawrence Bridge Company, Limited ..	Land, part of Cad. Lot No. 915 in Par. of Lachine Co. of Jacques Cartier.....
QUEBEC			
19440	April 9	William Massey Birks et al.....	Rooms Nos. 708, 709, 710, 711 and 713 in building known as "New Birks Building," on Phillips Square, Montreal.....



## SESSIONAL PAPER No. 20

various parties during the Fiscal Year ended March 31, 1913.

## RAILWAY.

Area.	Term.	Commence- ment of term.	TERMS OF PAYMENT.		
			Annual rental.	Due each year.	First install- ment due.
	5 years renewable.....	May 1, 1912.	\$ 2,500 00	Quarterly....	May 1, 1912.
	5 years.....	" 1, 1912.	1,000 00	" .....	" 1, 1912.

## CANAL.

5,000 sq. ft.....	Until expiry of con- tract No. 19144.....	Sept. 5, 1912.	1 00	Sept. 5 ...	Sept. 5, 1912.
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## CANALS.

	3 years .....	May 1, 1912.	2,500 00	Quarterly....	May 1, 1912.
700,400 sq. ft.....	Until metal work un- der contract No. 19007 is delivered....	Mar. 1, 1912.	1 00	for whole period of occupancy	Mar. 1, 1912.

## BRIDGE.

	3 years .....	May 1, 1912.	1,800 00	Quarterly....	May 1, 1912.
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H. F. ALWARD,

*Departmental Solicitor.*

PROPERTY conveyed to the Department of Railways and  
INTERCOLONIAL

Number of Deed.	Date of Deed.	Grantor.	Lot.
1912.			
†19527	Feb. 12.	James D. Ross.....	Land at.....
†19532	Feb. 15.	W. Medford Christie <i>et al.</i>	Land at.....
1911.			
†19534	Dec. 23.	Estate of Wm. Rhodes	Land in St. Lawrence Ward..
1912.			
†19562	May 8.	Jacob Y. Mersereau <i>et ux.</i>	Land at White Rapid Brook, 5½ miles east of Blackville.....
†19625	Nov. 10.	Margaret Matheson...	Land at.....
1912.			
19627	July 11.	Sarah J. C. Kelly.....	Land at North Sydney, Lot No. 240.....
19628	May 9.	Patrick Dwyer.....	Land on east side of Campbell Road.....
19697	July 4.	Joseph J. Johnson <i>et ux</i>	Land in.....
19720	April 11.	Emran C. Steeves <i>et ux</i>	Land under toe of abutment wing of St. George Street over- head bridge, and damages.
1911.			
*19735	Feb. 1.	James A. McDonald..	Parcel of land in Campbellton, N.B., granted under lease of April 30, 1909, between George Duncan and James A. Mc- Donald, for the term of 999 years from June 16, 1892.
1912.			
†19736	Jan. 23.	"	Parcel of land in Campbellton, N.B., granted under lease of June 16, 1892, between George Duncan and James A. Mc- Donald, for the term of 999 years from June 16, 1892.
†19737	Jan. 22.	Peter M. Shannon.....	Parcel of land in Campbellton, N.B., granted under lease of Aug. 1, 1895, from Jno. and Mary A. Adams to Peter Roy, for term of 999 years from Aug. 1, 1895.
†19738	Feb. 1.	Elizabeth Nickerson..	Parcel of land in Campbellton, N.B., granted under lease of April 20, 1877, between Elizabeth J. Adams and Robert J. Gordon, for the term of 999 years from Oct. 20, 1877.
*19739	May 13.	Pacifique D. Breau <i>et ux.</i>	Land on west side of Butler Street.
*19740	May 14.	Moncton Land Co. Ltd.	Land at.....
1909.			
†19741	Feb. 19.	Andrew Loggie <i>et al.</i> ..	Land at.....
1911.			
†19742	March 25.	Annie Cooke <i>et al.</i> ....	"
†19743	Dec. 1.	Robert Maddison <i>et ux</i>	Land at.....
1912.			
†19744	Jan. 2.	William Richards & Co., Ltd.	"
†19745	Jan. 22.	John Adams <i>et al.</i> ....	"
†19746	Jan. 24.	Jane C. Dunean.....	"
†19747	Jan. 25.	William F. Ferguson..	Parcel of land in Campbellton, N.B., granted under a lease from George Duncan on July 6, 1889, for 99 years.
†19748	Feb. 14.	City of Halifax.....	Land in.....
†19749	Feb. 19.	Francis A. Ronnan <i>et al.</i>	"
19750	April 29.	Frederick M. Tennant <i>et al.</i>	"
19751	May 8.	Isaac Creighton <i>et ux.</i>	Land on east side of Campbell Road.....
19752	May 8.	Abigail Hunt.....	" " "
19753	May 8.	Emma F. Knowlan <i>et al.</i>	" " "

## SESSIONAL PAPER No. 20

Canals during the Fiscal Year ended March 31, 1913.

## RAILWAY

District.	County.	Area.	Amount.
			\$
Truro.....	Colchester, N.S.....	0.369 acre.....	1,006 58
".....	".....	0.332 acre.....	2,013 16
Levis.....	Levis, Que.....	1,783 sq. ft.....	713 20
			Principal
			178 30
			Interest
Blackville.....	Northumberland, N.B.....	0.80 acre.....	80 00
North Sydney.....	Cape Breton, N.S.....	1,300 sq. ft.....	100 00
Sydney.....	".....	2 acres.....	412 49
Halifax.....	Halifax, N.S.....	4,785 sq. ft.....	2,322 40
Truro.....	Colchester, N.S.....	855 sq. ft.....	1 00
Moncton.....	Westmorland.....	1 sq. ft.....	730 00
Campbellton.....	Restigouche.....		1 00
".....	".....		2,000 00
".....	".....		1,100 00
".....	".....		4,000 00
Moncton.....	Westmorland.....	825 sq. ft.....	200 00
".....	".....	{ 1.02 } acres.....	30,677 55
		{ 10.36 }	
Dalhousie.....	Restigouche, N.B.....	2,079 sq. ft.....	Exchange of land
Painsec Junction.....	Westmorland, N.B.....	0.53 acre.....	53 00
Moncton.....	".....	420 sq. ft.....	232 50
Campbellton.....	Restigouche, N.B.....	{ 9.50 } acres.....	25,000 00
".....	".....	{ 7.70 }	
".....	".....	{ 12,282 } sq. ft.....	594 00
".....	".....	{ 7,280 }	
".....	".....	1.62 acre.....	6,300 00
".....	".....		1,100 00
Halifax.....	Halifax, N.S.....	1.208 acres.....	483 20
Sackville.....	".....	0.22 acres.....	220 00
Moncton.....	Westmorland, N.B.....	0.928 acre.....	275 77
Halifax.....	Halifax, N.S.....	{ 10,320 } sq. ft.....	3,547 40
".....	".....	{ 7,657 }	
".....	".....	4,734 sq. ft.....	535 94
".....	".....	12,521 sq. ft.....	3,777 08



## SESSIONAL PAPER No. 20

Canals during the Fiscal Year ended March 31, 1913.—*Continued.*RAILWAY—*Continued.*

District.	County.	Area.	Amount.
			\$
Halifax.....	Halifax, N.S. ....	5,108 sq. ft.....	2,347 91
".....	".....	5,543 sq. ft.....	2,271 35
Fredericton.....	York, N.B.....	9,400 sq. ft.....	4,600 00
Moncton.....	Westmorland, N.B.....	1,100 sq. ft.....	20 00
Truro.....	Colchester, N.B.....	1,680 sq. ft.....	1 00
".....	".....	1,095 sq. ft.....	1 00
Moncton.....	Westmorland, N.B.....	564 sq. ft.....	110 00
Fredericton.....	York, N.B.....	1,932 sq. ft.....	3,000 00
Moncton.....	Westmorland, N.B.....	6,175 sq. ft.....	461 70
Chatham.....	Northumberland, N.B.....	1,836 sq. ft.....	1 00
Fredericton.....	York, N.B.....	1,932 sq. ft.....	400 00
Chatham.....	Northumberland, N.B.....	0.64 acre.....	253 12
".....	".....	2.06 acres.....	612 50
".....	".....	2,340 sq. ft.....	883 33
".....	".....	{4,580} sq. ft.....	1,170 42
		{4,750}	
Campbellton.....	Restigouche, N.B.....		2,700 00
".....	".....		1,500 00
Amherst.....	Cumberland, N.S.....	2.15 acres.....	430 00
Maccan.....	".....	0.27 acre.....	40 50
".....	".....	0.64 acre.....	96 00
".....	".....	0.87 acre.....	108 75
Barneys River Station.....	Pictou, N.S.....	0.4 acre.....	50 00
Cushman's.....	Northumberland, N.B.....	3,900 sq. ft.....	110 91
		1.1 acre.....	
Chatham.....	".....	{13,744} sq. ft.....	302 50
St. Fabien.....	Rimouski, Que.....	{2,288}	60 00
		0.17 acre.....	
Chatham.....	Northumberland, N.B.....	11 sq. ft.....	10 08
".....	".....	{1.06} acre.....	455 86
		{2.95}	
".....	".....	10,512 sq. ft.....	1,008 33



## SESSIONAL PAPER No. 20

Canals during the Fiscal Year ended March 31, 1913.—Continued.

## RAILWAY—Continued.

District.	County.	Area.	Amount.
			\$ cts.
	Northumberland, N.B.	2.6 acres.....	2,535 38
Hopewell.....	Pictou, N.S.	0.235 acre.....	300 00
Newport Station.....	Hants, N.S.	8,750 sq. ft.....	175 00
Halifax.....	Halifax, N.S.	4,930 sq. ft.....	2,200 00
".....	"	10,233 sq. ft.....	3,033 66
Chatham.....	Northumberland, N.B.	4.7 acres.....	529 16
".....	"	(0.15) acre.....	400 00
".....	"	(1.16) ".....	and interest
St. Valier.....	Bellechasse, Que.	798 sq. ft.....	250 00
Sydney Mines.....	Cape Breton, N.S.	5,500 sq. ft.....	300 00
".....	"	0.33 acre.....	1,000 00
".....	"	4,500 sq. ft.....	
".....	"	12,700 sq. ft.....	697 50
".....	"	4,300 sq. ft.....	232 50
".....	"	0.02 acre.....	103 33
".....	"	11.373 acres.....	6,757 60
Chatham.....	Northumberland, N.B.	3.90 acres.....	1,815 00
".....	"		with interest =
".....	"		\$2,173.80, \$175.00 being costs.
".....	"	2.99 acres.....	522 50
".....	"		with interest = \$712,
".....	"		\$130.00 being costs.
".....	"	94,681 sq. ft.....	27,500 and interest, \$400 being costs.
".....	"	(27,800) sq. ft.....	
".....	"	(24,800) sq. ft.....	2,700 00
".....	"	(4,542) ".....	and interest
".....	"	21,212 sq. ft.....	17,196 88

## ISLAND RAILWAY

Charlottetown.....	Queens, P.E.I.	25,880 sq. ft.....	600 00
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4 GEORGE V., A. 1914

PROPERTY conveyed to the Department of Railways and  
FARRAN'S POINT

Number of Deed.	Date of Deed.	Grantor.	Lot.
	1912.		
19791	Sept. 11	John A. Sheets.....	Part of Lot No. 16.....
19792	Sept. 11	Robert Sheets.....	Part of Lot No. 15.....

## RIDEAU

19728	1912. Aug. 5	Jos. H. Webster <i>et ux.</i>	Dwelling house and outbuildings erected on Canal lands at..
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## TRENT

†19731	1911. March 16.	Thos. Robinson <i>et ux.</i>	The West half of Part of Lot No. 25 in 10th Con. of the Township of.
†19732	1912. Jan. 16.	Richard P. Grills <i>et ux.</i>	Part of Lot No. 9 in Con. 3, Township of.....
†19733	Jan. 16.	Thos. H. Rowe <i>et ux.</i>	Part of North half of Lot No. 15, in 11th Con. of the Township of Seymour.
†19734	Jan. 23.	Charles Nicholas Jr., <i>et ux.</i>	Part of North half of Lot No. 16 in 10th Con. of the Township of Seymour.
19919	1913. Jan. 31.	The York Construction Co., Ltd.	Part of Lot No. 107 in 1st Con. of Township of.....
19920	Jan. 31.	Thomas McAvoy <i>et ux.</i>	Part of Lot No. 22 in South Block of West side of Front St., in
19915	1912. June 19.	Maria Donahue <i>et al.</i>	Lot No. 10 on South side of Bridge Street.....
19973	1913. March 8.	Frank J. Farley <i>et ux.</i>	Parts of Lecas Island in River Trent, Part of Lot No. 3 in Con. 1, and parts of Lots Nos. 3 and 4, in Con. 2.
19974	Feb. 20.	Milo A. Hawley.....	Lot "Y" and part of Lot "E," North side of Tice or Bridge Street; and half interest in a certain brick wall.
†20086	1912. Feb. 15.	John Horsman <i>et ux.</i>	Parts of Lots Nos. 8 and 41 in Block XI on Inkerman and Balaclava Streets.
20087	1913. Feb. 13.	Ellie Todd <i>et al.</i>	Part of Lot No. 20 in South Block on west side of Front St.
20138	Feb. 19.	Daniel G. Clark.....	Part of North half of Lot No. 15 in the 11th Con. of Township of Seymour.
20216	March 13.	Patrick Cowan and Alicee Cowan.	Part of North half of Lots Nos. 15 and 16, Con. XI.....
20217	March 28.	Patrick Cowan and Alicee Cowan.	Part of Lot No. 17 in 10th Con. Township of Seymour.....
20218	March 31.	Rev. Geo. F. Whibbs and Jane O'Byrne.	Part of Lot No. 17 in 10th Con. and parts of North half of Lots Nos. 15 and 16 in 11th Con.

## WELLAND

†*19246	1911. Sept. 11.	Dept. of Marine and Fisheries.	Part of Lot "1A" of subdivision of Lot No. 28, Con. 1.....
19842	1912. Dec. 9.	Alicee E. Dickinson....	Land covered with water pts. of water lots in front of Sand Lot, in front of strip fronting Lots 1, 2 and 3 in front of Lots 4, 5 and 6 on Shore of Lake Erie.

†Too late for last year's Report.

‡Assignment of Lease.

\*Judgment of the Exchequer Court.

\*\*Order in Council.



SESSIONAL PAPER No. 20

Canals during the Fiscal Year ended March 31, 1913.—Continued.

CANAL.

District.	County.	Area.	Amount.
Farran's Point.....	Stormont, Ont.....	0-019 acre.....	\$ cts. 17 82
".....	".....	0-013 acre.....	12 18

CANAL.

Nicholsons Locks.....	Grenville, Ont.....		500 00
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CANAL.

Eldon.....	Victoria, Ont.....	3-40 acres.....	3 00 and 2-75 acres of Canal lands.
Seymour.....	Northumberland, Ont.....	21-9 acres.....	1,100 00
".....	".....	0-47 acres.....	30 00
".....	".....	1-6 acre.....	25 00
East Gwillimbury.....	York, Ont.....		125 00
Campbellford.....	Northumberland, Ont.....	0-20 acre.....	450 00
Frankford.....	Hastings, Ont.....	0-2 acre.....	25 00
Murray.....	Hastings, Ont.....	{4-10} acres.....	1 00 and
Campbellford.....	Northumberland, Ont.....	{3-74} 0-08 acre.....	exchange of land 1,800 00
".....	".....	0-23 acre.....	150 00
".....	".....	0-23 acre.....	350 00
Seymour.....	".....	5-5 acres.....	165 00
".....	".....	3-08 acres.....	111 00
".....	".....	3-70 acres.....	130 00
".....	".....	{3-70} acres.....	1 00
		{3-08}	

CANAL.

Humberstone.....	Port Colborne, Ont.....	0-525 acres.....	
Port Colborne.....	Welland, Ont.....	5-51 acres.....	7,687 03

H. F. ALWARD,  
Departmental Solicitor.

LETTERS PATENT issued by the Department of Railways and Canals during the Fiscal Year ended March 31, 1913.  
INTERCOLONIAL RAILWAY.

No.	Date.	Grantee.	Description.	Area.	Amount.	Remarks.
19559	1913. Jan. 7	Atlantic Sugar Refining Co., Ltd.	Deed of land in City of St. John, N.B.	6.94 acres.....	\$ cts. 100,000 00	
CHAMBLEY CANAL.						
19613	1912. Aug. 15	Madame Alphonsine Leblanc (wife of Hormidas Riendeau)	Deed of land being portion of Lot 130, Village of Chambly Basin, Que.	2,800 sq. ft.....		
LACHINE CANAL.						
19550	1912. June 5	The City of Montreal.	Deed of part of Cad. Lot. No. 3414, on West side of the Cote St. Paul Road, Parish of Montreal, Que.	18,871 sq. ft.....	9,435 50	
WELAND CANAL.						
19248	1911. Sept. 1	City of St. Catharines	Deed of part of Lot 13, Con. 6, Township of Grantham, County of Lincoln, Ont.	13.55 acres.....	1,016 25	

†Too late for last year's Report.

H. F. ALWARD,  
*Departmental Solicitor.*

## SESSIONAL PAPER No. 20

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1913.

No. of Release.	Date of Release.	Grantor.	Description.	Amount.
	1912.			\$ cts.
19547	May 30..	The Halifax and Eastern Ry. Co. The Dominion of Canada Trust Corporation, Ltd.	Indemnifying and saving harmless His Majesty from all claims which Company might have re making surveys for or constructing a line of railway from Dartmouth east.	85,000 00
19556	May 31..	Benjamin Tucker, guardian of the children of late Joseph Cuthbertson.	Claim owing to the death of Joseph Cuthbertson.	1,000 00
19557	June 4..	Rebecca McDonald.....	Of all claims, etc., owing to the death of her husband, Alex. J. McDonald.	1,000 00
19559	May 20..	Hopper Brothers.....	From all claims for damages to machinery in Excelsior Factory caused by raising of water in Leper Brook through ice jam caused by railway piers.	200 00
19576	July 9..	Oscar Savary.....	Damages to Oscar Savary from injuries sustained while in employ of railway at Carmel, Que.	500 00
19626	July 10..	Eva Bellavance.....	From all claims owing to death of Absolom Lavoie.	1,000 00
†19772	Feb. 16..	Edith May Stevens <i>et al</i>	Damages consequent upon expropriation of a certain building erected on a lot on south side of Water Street, Campbellton, N.B.	400 00
	1913.			
19938	March 5..	Emily Grenier.....	For all claims, etc., owing to death of her husband, Xavier Letellier.	1,000 00
	1912.			
20094	Dec. 30..	Alice McDevitt <i>et al</i> ....	For damages to property on north side of St. George Street, City of Moncton, N.B., consequent upon construction of St. George Street Overhead bridge.	400 00
	1913.			
20139	Jan. 17..	Hugh H. Reid.....	From and against all claims and demands on account of injuries sustained "Derby Junction Accident."	500 00
20140	Jan. 30..	Johanna Tobin.....	" " " "	1,500 00
20141	Jan. 30..	Christopher O'Brien....	" " " "	3,000 00
	1912.			
20142	Dec. 17..	Joseph D. Armstrong....	" " " "	2,050 75
	1913.			
20143	Jan. 24..	William Irving.....	" " " "	1,000 00
20144	Feb. 3..	Wesley D. Curtis.....	" " " "	1,500 00
20145	Feb. 19..	Charles McDougall, Administrator of estate of Harvey McDougall....	" " " "	1,500 00
20146	Jan. 30..	Jane Clouston.....	" " " "	1,500 00
	1912.			
20147	Dec. 20..	Harry W. Steen.....	" " " "	350 00
	1913.			
20148	Feb. 19..	Katherine J. Harris, Administratrix estate of Willard Harris.	From and against all claims and demands, etc., incidental to injuries sustained by late Willard Harris, "Derby Junction Accident."	3,000 00
20149	Feb. 19..	James Pleadwell, Administrator of estate of late Sadie Pleadwell.	From and against all claims and demands, etc., incidental to injuries sustained by late Sadie Pleadwell, "Derby Junction Accident."	3,000 00
RIDEAU CANAL.				
†20092	1911. Aug. 13..	Ottawa Northern and Western Railway Co., and The Canadian Pacific Railway Co.	Of all right, title, etc., in certain parcel of Canal reserve (262 sq. ft.) leased by Letters Patent No. 13624, dated Aug. 28th, 1899.	1 00

†Too late for last year's report.

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DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1913.—*Continued.*

## TRENT CANAL.

No. of Release.	Date of Release.	Grantor.	Description.	Amount.
	1912.			\$ cts.
19521	May 6.	Frederick Pluard, <i>et al.</i>	For damages by water to Lot No. 15 in the 9th Con. of the Tp. of Harvey, Co. of Peterborough, Ont.	176 00
19537	April 5.	Township of Harvey.....	For damages by water to certain highways and public roads and ways in Township of Harvey, Co. of Peterborough, Ont.	950 00
†19543	1911. Sept. 5.	Jno. E. Curtis, <i>et ux.</i> .....	Damages to south west corner of Lot No. 6, Con. 3, Tp. of Alnwick, Co. of Northumberland, Ont.	160 00
19723	1912. Nov. 20.	The Corporation of the County of Hastings.	From all claims, etc., arising out of or incidental to the removal of the old bridge or the construction of the new bridge or any other work at the point in question near Frankford, Ont.	20,000 00
19773	Oct. 14.	John Scott.....	For damages consequent upon injury to a horse..	50 00
19774	Oct. 14.	Samuel Adams.....	" " " " " " " " " " " "	35 00
†19775	1911. Oct. 16.	Matilda E. M. Gainer....	For damages by water to the south half of Lot No. 1, in 9th Con. of the Tp. of Hope, County of Durham, Ont.	70 00
†19776	Feb. 13.	Mosson B. Bonnell, <i>et al</i>	For damages by water to part of Block "D" in Village of Bobcaygeon, Co. of Victoria, Ont.	200 00
19777	1912. June 22.	Sidney Garrett, <i>et al.</i> ....	For damages by water to the west half of Lot No. 26, 1st Con. of the Tp. of Douro, Co. of Peterborough, Ont.	250 00
†19778	1911. Nov. 13.	Andrew G. Shearer, <i>et al</i>	For damages by water to Lot No. 8 in 4th Con. and Lot No. 9 in 5th Con. of the Tp. of Harvey, Co. of Peterborough, Ont.	336 00
19779	1912. Oct. 12.	James Tindle, <i>et ux.</i> .....	For damages by water to the west half of Lot No. 7, Con. 5th, Tp. of Smith, Co. of Peterborough, Ont.	50 00
†19780	1911. Feb. 10.	John J. Lundy .....	For damages by water to Lot No. 3 in the 4th Con. of the Tp. of Smith, Co. of Peterborough, Ont.	153 00
†19781	Dec. 15.	Township of Smith.....	For damages by water to certain highways, roadways, streets and approach to a certain bridge in the Tp. of Smith, in the County of Peterborough, Ont.	1,500 00
†19782	Dec. 6.	Thomas Harris and Edwin Harris.	For damages by water to Cow Island in Rice Lake Tp. of South Monaghan, Co. of Northumberland, Ont.	75 00
†19783	April 22.	Janet McCracken.....	For damages by water to the west half of Lot No. 21, Con. 7, Tp. of Alnwick, Co. of Northumberland, Ont.	30 00
†19784	July 12.	Alfred Braithwaite, <i>et ux</i>	For damages by water to the west half of Lot No. 11 and to the east half of the S. 9-10 of the south half of Lot No. 10 in the 3rd Con. of the Tp. of Alnwick, Co. of Northumberland, Ont.	96 00
†19785	Sept. 6.	George Ferguson, <i>et al.</i> ..	For damages by water to Margaret's Island in Rice Lake, Tp. of Alnwick, Co. of Northumberland, Ont.	100 00
†19786	1912. Feb. 12.	William White.....	For damages by water to parts of Lots 32 and 33 in the 9th Con. of the Tp. of Hamilton, Co. of Northumberland, Ont.	25 00
†19787	1910. Sept. 21.	Francis Cheyne.....	For damages by water to Lots 10 and 11 in 9th Con. of the Tp. of Hamilton, Co. of Northumberland, Ont.	250 00
†19788	Aug. 26.	Thomas B. Chalk.....	For damages by water to Lot No. 35 in the 8th Con. of the Tp. of Hamilton, Co. of Northumberland, Ont.	120 00
†19789	1912. Feb. 21.	Mary White and Harriet White.	For damages by water to the east part of Lot No. 7 and Lots Nos. 8, 9 and 10, Block "M," Village of Bewdley, Tp. of Hamilton, Co. of Northumberland, Ont.	50 00

## SESSIONAL PAPER No. 20

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1913.—*Continued.*

No. of Release.	Date of Release.	Grantor.	Description.	Amount.
	1911.			\$ cts.
†19886	Oct. 14..	Charles G. Thomson, <i>et ux.</i>	For damages by water to Lot No. 2 in Block "A," Tp. of Otonabee, Co. of Peterborough, Ont.	120 00
19887	April 28..	Frank Cadigan.....	For damages by water to north east quarter of Lot No. 5 in the 10th Con. of the Tp. of Ennismore, Co. of Peterborough, Ont.	1 00
19888	Dec. 7..	Albert E. Bottum <i>et ux.</i>	For damages by water to Island No. 2, Pigeon Lake, Tp. of Harvey, Co. of Peterborough, Ont.	200 00
19902	Dec. 14..	Mary Louisa Shannahan <i>et al.</i>	For damages by water to the south half of the north east quarter of Lot No. 5 in the 9th Con. of the Tp. of Ennismore, Co. of Peterborough, Ont.	80 00
19921	1913. Jan. 24..	William H. Grylls, <i>et ux</i>	For damages by water to part of Lot No. 49, north of Portage Road, 9th Con., Tp. of Eldon, Co. of Victoria, Ont.	175 00
19922	Jan. 24..	Gabriel Switzer, <i>et ux.</i> ...	For damages by water to the north part of the west half of Lot No. 22 in the 4th Con. of the Tp. of Emily, Co. of Victoria, Ont.	20 00
19923	Jan. 24..	Albert Boynton.....	For damages by water to the west half of Lot No. 21 and to the south west quarter of Lot No. 22, in the 8th Con. of the Tp. of Eldon, Co. of Victoria, Ont.	600 00
†19975	1911. Aug. 22..	Joseph Braithwaite, <i>et ux</i>	For damages by water to the east half of Lot No. 11 in the 3rd Con. of the Tp. of Alnwick, Co. of Northumberland, Ont.	80 00
19976	July 21..	William Y. Field.....	For damages by water to part of Lots 5 and 6 in the 4th Con. of the Tp. of Alnwick, Co. of Northumberland, Ont.	75 00
19977	1912. Nov. 13..	George C. Biggar, <i>et al</i> (executors of estate of late Emily S. Shoemberger).	For damages by water to Spook, or Ghost Island, Rice Lake, Tp. of Hamilton, Co. of Northumberland, Ont.	50 00
†19978	1911. Oct. 19..	Caroline C. Ruttan.....	For damages by water to parts of north half of Lot No. 34 in the 8th Con. of the Tp. of Hamilton, Co. of Northumberland, Ont.	70 00
†19979	1912. Feb. 12..	John Michie, <i>et ux.</i> .....	For damages by water to Lots 5 and 6 in Block "1," of Village of Bewdley, Tp. of Hamilton, Co. of Northumberland, Ont.	50 00
†19980	1911. July 5..	Hilda Stewart.....	For damages by water to the east part of Margaret's Island, Rice Lake, Tp. of Alnwick, Co. of Northumberland, Ont.	100 00
†19981	1910. Sept. 19..	Catherine S. Ainlay and Joseph Ainlay.	For damages by water to the south west corner of the north half of Lot No. 34 in the 8th Con. of the Tp. of Hamilton, Co. of Northumberland, Ont.	60 00
†19982	1912. Mar. 30..	Francis C. Richard, <i>et ux</i>	For damages by water to part of Lot No. 4, Block "B," Village of Bewdley, Tp. of Hamilton, Co. of Northumberland, Ont.	40 00
†19983	1910. Nov. 30..	John D. Hayden, <i>et ux.</i> ...	For damages by water to Hickory, or Balsam Island, in Rice Lake, opposite Tp. of Alnwick, Co. of Northumberland, Ont.	300 00
20096	1913. Feb. 4..	Ellis B. Burrell, <i>et al.</i> ...	For damages consequent upon removal of a barn situated on Lot No. 60, Block "F," Queen Street, Campbellford, Ont.	175 00
20097	Mar. 17..	Stephen H. Thorne, <i>et ux</i>	For damages by water to Little Fothergill Island, in Pigeon Lake, Tp. of Ennismore, Co. of Peterborough, Ont.	200 00
†20113	1911. Feb. 12..	Agnes Sidney.....	For damages by water to part of Lot No. 33 in the 8th Con. of the Tp. of Hamilton, Co. of Northumberland, Ont.	50 00

†Too late for last year's Report.

H. F. ALWARD,  
*Departmental Solicitor.*



**PART III****REPORTS OF THE GOVERNMENT RAILWAYS MANAGING  
BOARD AND OTHER OFFICIALS  
FOR THE YEAR 1912-13**

Government Railways Managing Board.

Report of Chief Engineer, I.C.R.

- " Engineer of Maintenance, I.C.R.
- " Superintendent of Motive Power, I.C.R.
- " Comptroller and Treasurer, I.C.R.
- " Statement of Casualties, I.C.R.
- " Comptroller and Treasurer, Windsor Branch.
- " Engineer of Maintenance, Windsor Branch.
- " Chief Engineer, P.E.I. Ry.
- " Superintendent, P.E.I. Ry.
- " Master Mechanic, P.E.I. Ry.
- " Accountant and Auditor, P.E.I. Ry.
- " Statement of Casualties, P.E.I. Ry.
- " Chairman and Secretary of Government Railways Provident Fund.





## OFFICE OF GENERAL MANAGER OF GOVERNMENT RAILWAYS,

MONCTON, N.B., September 12, 1913.

HON. FRANK COCHRANE,  
Minister of Railways and Canals,  
Ottawa.

SIR,—The Government Railways Managing Board have the honour to submit the following report on the working of the Government Railways during the fiscal year ended March 31, 1913:—

The board was constituted as follows:

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

The railways under the control of the board are: The Intercolonial railway, the Windsor Branch railway, and the Prince Edward Island railway.

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

## INTERCOLONIAL RAILWAY.

Effective November 1, 1912, a change was made in the organization. The office of Chief Engineer was abolished, and the district superintendents were given charge of all works on their respective districts. The position of right-of-way and lease agent was created.

Reports from officials are enclosed as follows:—

From Right-of-Way and Lease Agent for Chief Engineer, from the first of the year to October 31, 1912, on works charged to capital account.

The report of the Engineer of Maintenance on the repair and renewal of the permanent way buildings and works up to October 31, 1912.

Reports from Superintendents D. McDonald, E. Price, J. T. Hallisey and Y. C. Campbell, on works done on capital, and on repairs and renewals of permanent way buildings and work, from November 1, 1912, to the end of the year.

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

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

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

10. Statement of receipts and expenses.
  11. Equipment renewal account.
  12. Rail renewal account.
  13. Fire renewal account.
  14. Statement of cash received.
  15. Statement of averages.
- Return of casualties.

The length of railway in operation during the year 1912-13 was 1,468.15 miles.

#### CAPITAL ACCOUNT.

The cost of the road and equipment on March 31, 1912, was \$94,745,819.64. The additions during the year were as follows:—

Additions to and furnishings for office building at Moncton. . . . .	\$ 36,424 89
Additional facilities at Princess pier. . . . .	122 20
Docks and wharfs at Halifax. . . . .	351,385 06
Diversion of line at Chatham and branch to wharf. . . . .	114,927 21
General protection of highways. . . . .	8,588 58
Increase in accommodation at Halifax. . . . .	123,245 43
Increase accommodation at Campbellton. . . . .	126,290 77
Increase accommodation at Truro. . . . .	146,721 48
Increase accommodation at Stellarton. . . . .	9,000 00
Increased accommodation and facilities along the line. . . . .	68,700 03
Increase accommodation at Fredericton. . . . .	15,582 40
Increase accommodation at Ste. Flavie. . . . .	26,386 81
Increase accommodation at St. John. . . . .	34,774 71
Increase accommodation at Rivière du Loup. . . . .	5,713 16
Improve triple valves of air brakes. . . . .	7,149 93
Improvements at Loggieville (Exchequer Court award). . . . .	2,535 38
Improvements at Hampton. . . . .	4,028 03
Improvements at Sussex. . . . .	95 65
Improvements at Point Tupper. . . . .	93,000 00
Improvements at Mulgrave. . . . .	7,724 74
Locomotive and car shops with equipment and new freight yard and cut-off line at Moncton. . . . .	18,764 99
New machinery of steamer <i>Scotia</i> . . . . .	1,104 00
Original construction. . . . .	206 10
Pay claim of E. A. Wallberg for work done on the Intercolonial railway under government con- tracts, \$45,219.50, with interest at 5 per cent from February 1, 1913, to March 31, 1913, \$359.28. . . . .	45,578 78
Pay the estate of the late Hon. W. T. Pipes, \$305.20, with interest at 5 per cent from October 6, 1905, to March 31, 1913, \$114.18, being for land taken for right-of-way to wharf at Fort Lawrence. . . . .	419 38
Pay the Halifax and Eastern Railway Company for plans, surveys, field notes, etc., taken by the gov- ernment. . . . .	85,000 00
Rolling stock. . . . .	400,000 00
Safety appliances for equipment. . . . .	7,984 27

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Surveys and inspection. . . . .	\$	32,997	23
Spur line to Wallace harbour. . . . .		967	82
Sydney Mines diversion. . . . .		128,197	32
Strengthen bridges. . . . .		50,299	94
Towards the construction of a railway from a point on the Intercolonial railway at or near Dartmouth, in the county of Halifax, <i>via</i> Musquodoboit harbour and the valley of the Musquodoboit to Deans settlement in the said county. . . . .		539,791	24
		<hr/>	
		\$97,239,527	17

Less—

To previous years' expenditure—proceeds of sale of dwelling house and shed, Moncton, and transfer of bridge, Moncton, to improvements at Mulgrave. . . . .	\$1,720	00
To amount received for concessions (ballast wharf property, St. John, granted per terms of order in council of October 22, 1912). . . . .	\$100,000	00
	<hr/>	
	\$101,720	00

Making the total cost on March 31, 1913. . . . . \$97,137,807 17

Explanations in regard to the expenditure on capital account will be found in the reports of the Right-of-Way and Lease Agent, the Superintendent of Motive Power, and the District Superintendents.

REVENUE ACCOUNT.

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

Gross earnings. . . . .	\$11,984,482	69
Working expenses. . . . .	11,984,482	69
	<hr/>	
Net earnings. . . . .	Nil.	

There was a gain of \$777,863.74 from the operation of the railways for the year. This surplus was transferred in March to equipment renewal account, so that when the books were closed at the end of the year the net earnings showed nil.

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

In 1912-13. . . . .	\$11,984,482	69
In 1911-12. . . . .	10,593,785	84
	<hr/>	
Increase. . . . .	\$ 1,390,696	85

The earnings from passenger traffic compare as follows:—

In 1912-13. . . . .	\$ 3,483,447	32
In 1911-12. . . . .	3,017,304	63
	<hr/>	
Increase. . . . .	\$ 466,142	69

The earnings from freight traffic compare as follows:—

In 1912-13 . . . . .	\$8,028,760	43
In 1911-12 . . . . .	7,008,300	49
	<hr/>	
Increase . . . . .	\$1,020,459	64

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

In 1912-13 . . . . .	\$ 517,275 24
In 1911-12. . . . .	568,189 72
	Decrease. . . . . \$ 50,905 48

The earnings by mile of railway compare as follows:—

In 1912-13 . . . . .	\$ 8,162 98
In 1911-12. . . . .	7,215 74
	Increase. . . . . \$ 947 24

The earnings by train mile compare as follows:—

In 1912-13. . . . .	\$ 1 47
In 1911-12 . . . . .	1 43

The number of passengers carried compare as follows:—

In 1912-13. . . . .	\$ 3,763,115
In 1911-12 . . . . .	3,416,553
	Increase. . . . . \$ 346,562

There was an increase of 321,489 in the number of local passengers, and of 25,073 in the number of through passengers.

The weight of revenue producing freight compares as follows:—

	Tons.
In 1912-13 . . . . .	5,203,468
In 1911-12 . . . . .	4,536,599
	Increase . . . . . 666,870

There was an increase in local freight of 460,884 tons, and also an increase in through freight of 205,986 tons.

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

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

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

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

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

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

Statement of coal transported showing the stations from which it was sent.

Statement showing the quantity of raw and of refined sugar, of fresh and salted fish, of grain for export, and of European freight carried over the railway.

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

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

SESSIONAL PAPER No. 20

WORKING EXPENSES.

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

In 1912-13 . . . . .	\$11,984,482 69
In 1911-12. . . . .	10,591,035 84
	<hr/>
Increase . . . . .	\$ 1,393,446 85

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

Per mile run by engines:—

In 1912-13 . . . . .	1.1658
In 1911-12. . . . .	1.1248

Per mile run by trains:—

In 1912-13 . . . . .	1.47
In 1911-12 . . . . .	1.43

Working expenses per mile of railway:—

In 1912-13 . . . . .	\$ 8,159 91
In 1911-12 . . . . .	7,213 86

The Engineer of Maintenance reports that the road was never in better condition. During the year 623,058 ordinary ties and 273 sets of switch ties were put in. 160 miles of track was ballasted.

- 5.75 miles of additional sidings were provided at various points.
- Bridges, culverts, wharfs and buildings received necessary repairs.
- The fences were repaired and 45.58 miles of fences were built.
- The snow fences and snow sheds were repaired.

The Superintendent of Motive Power in his report deals with the rolling stock purchased, rebuilt in shops, etc.

STORES.

The value of stores purchased was . . . . .	\$4,164,646 10
The value of stores used was . . . . .	4,349,486 76
The value of material sold was. . . . .	368,831 88
The value of stores on hand at the end of the year was—	
Miscellaneous . . . . .	592,209 31
Fuel . . . . .	140,045 69
Roadway and bridge material . . . . .	732,902 78
	<hr/>
	\$1,465,157 78

WINDSOR BRANCH RAILWAY.

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

The Windsor Branch is maintained by the Government, and the company pays the Government one-third of the gross earnings.

The following statement of the accounts prepared by the Comptroller is enclosed:

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

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

The revenue (3 earnings) was . . . . .	\$ 68,246 70
The cost of maintenance was . . . . .	29,970 62
Net earnings . . . . .	\$ 38,276 08

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

Earnings 1912-13 . . . . .	\$ 68,246 70
Earnings 1911-12 . . . . .	73,176 60
Decrease . . . . .	\$ 4,929 90

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

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

### PRINCE EDWARD ISLAND RAILWAY.

The length of railway in operation during the year 1911-12 was 267.5 miles. In November, 1912, the branch line from Harmony to Elmira was completed and road opened for traffic. The length of this branch is 9.9 miles, making the total mileage at the end of the year 1912-13 in operation 277.4 miles. The gauge is 3' 6".

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

The cost of road and equipment on March 31, 1912 was.	\$8,687,727 38
The expenditure during the year 1912-13 was . . . . .	103,001 03
Making the total cost on March 31, 1913 . . . . .	\$8,790,728 41

The report of the Superintendent gives the details and explanations in regard to capital expenditure:—

Gross earnings . . . . .	\$ 389,474 07
The working expenses for the year were . . . . .	489,972 34
Deficiency . . . . .	\$ 100,498 27

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

In 1912-13 . . . . .	\$ 389,474 07
In 1911-12 . . . . .	367,203 39
Increase . . . . .	\$ 22,270 68

The increase was in both passenger and freight traffic.

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

In 1912-13 . . . . .	\$ 489,972 34
In 1911-12 . . . . .	449,962 91
Increase . . . . .	\$ 40,009 43

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

SESSIONAL PAPER No. 20

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS  
EMPLOYEES' PROVIDENT FUND.

The report of the fund, which has been separately furnished, shows Credit Balance on March 31, 1912. . . . .	\$ 309,234 71
During the fiscal year the contributions of the employees amounted to . . . . .	85,365 23
The contributions of the Railways amounted to . . . . .	85,365 23
Amounts received for refunds. . . . .	2,146 00
<hr/>	
A total of . . . . .	\$ 482,111 17
The total expenditure was . . . . .	145,432 80
<hr/>	
Leaving a balance of . . . . .	\$ 336,678 37
To which is to be added the interest . . . . .	9,350 20
<hr/>	
Making a total amount to the credit of the fund on March 31, 1913 . . . . .	\$ 346,028 57

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

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL, *Chairman.*

F. P. BRADY, Esq.,  
General Superintendent,  
MONCTON, N.B.

MONCTON, N.B., July 3, 1913.

SIR,—I have the honour to submit the following report on Capital Account Expenditure for part of the fiscal year 1912-13:—

*Sydney Mines diversion—*

The contract work for the diversion was completed, except sidings and road crossings.

Some ballasting was done by contract, but not all completed.

The following persons were paid for land required for the right of way:—

- Lots 52, 60, 63, 63B, 64, 69 and 71 Nova Scotia Steel & Coal Co.
- 40—Chas. Jessome.
- 60—S. G. Thorne.
- 63A—Malcolm McMillan.
- 65A—Mrs. G. Crofton.
- 65B—J. W. Stevens.
- 67A—Wm. Daly.
- 67B—Albert Fownes.
- 68—Chas. Waugh.
- 70—Mrs. M. McArthur.

Contracts were let for combined station, dwelling and freight shed at Little Bras d'Or and Florence.

Loading platforms built at Florence and Little Bras d'Or.

Oil, coal and tool houses built at Florence.

A flag station was started at Watson's Cove, being built by day labour.

*Improvements at Point Tupper—*

A contract was let for a 75 ft. turntable and table delivered.

A contract was let for a 10-stall addition to the engine house which was completed.

Plans and specifications prepared and contract let for a brick station, which was about 30 per cent completed.

Plans and specifications prepared for a two apartment dwelling, tenders asked, contract let and work started.

*Improvements at Mulgrave—*

Installation of heating plant in new station completed.

Material ordered for concrete platforms and received.

Platforms completed; work done by day labour.

Concrete foundations for overhead bridge completed, work done by day labour.

*To increased accommodation at Stellarton—*

Plans and specifications prepared and contract let for an addition to freight shed, which was completed and taken off the contractor's hands.

*Spur line to Wallace Harbour—*

Survey made, plans and specifications prepared and submitted for approval.

*To increased accommodation at Truro—*

Plans and specifications prepared for a brick freight house, contract let and work finished and taken off contractor's hands.

Portion of old station moved to new site to allow room for new building.

Plans and specifications were prepared for a new stone station, the contract let, and work started. About 30 per cent completed.

*To increased accommodation at Halifax—*

Plans and specification prepared and work started on the extension of Pier No. 7 at Richmond. Wharf extension about 90 per cent completed, and preparations made for starting rock excavation for filling.

In connection with the new terminal proposition a survey of the railway property from Deep Water Terminus to Rockingham was made and plans prepared and submitted.

*Improvements at Hampton—*

Preliminary plans and estimates were prepared for a new brick passenger station.

*Improvements at Sussex—*

Preliminary plans and estimates were prepared for a new brick passenger station.

*Locomotive and Car Shops at Moncton—*

Plans and specifications were prepared and tenders asked for an addition to the existing freight car repair shop. Tenders were asked for a brick building with mill construction wood roof. On 20th September the Chairman gave instructions to prepare plans for a concrete building with concrete roof, which were completed and submitted for approval.

*Addition to and Furnishing for Office Building at Moncton—*

The addition to the building was completed and taken off the contractor's hands and occupied by the Railway Department.



## SESSIONAL PAPER No. 20

*To increase accommodation at Fredericton—*

The concrete platforms at the new station were completed; work done by day labour.

*Diversion of line at Chatham and branch to wharf—*

Material required for freight sheds at Chatham and Nelson was delivered and the work done by day labour.

Plans and specifications for new stations at Nelson and Chatham were prepared, tenders asked, contracts let and the buildings completed.

Examination and report made on ballast pit at Cushman's re ballasting for diversion.

The ballasting and lifting of track on the new line was completed. Work done by day labour.

Three sidings were put in on the new line.

*To increase accommodation at Campbellton—*

The concrete platforms at new station were completed. Work done by day labour.

*To increase accommodation at Ste. Flavie—*

Preliminary plans and estimates were prepared for a new station. Contract let for new station and construction commenced. About 25 per cent completed.

*To increase accommodation at Rivière du Loup—*

Plans prepared for a Trainmen's rest house and the work of construction commenced.

*Surveys and inspection—*

A survey was made for improving the alignment of the main line between one mile east of Little Metis and one mile east of St. Octave station, a distance of about three miles.

A survey was made for a proposed spur line to the brick works on the west side of Pugwash harbour.

A survey was made for a proposed new track from the main line near the engine house to Courtnay bay at St. John, to avoid shunting across the city streets. Plans, profiles and estimates made and submitted.

Surveys made for water supplies at Matapedia, Causapsal and Assametquaghan.

*To increase accommodation and facilities along the line—*

Plans and specifications prepared, contract let and completed for an addition to the freight shed at Sydney Mines.

Plans and specifications prepared, contract let and work about half completed on addition to freight shed at Sydney.

Plans and specifications prepared and contract let for new station at Sayabec, construction started, and completed. Station master's dwelling completed. Freight shed repaired, painted and removed to new site.

*To strengthen bridges—*

Under this appropriation there were fifty-three short spans put in on the first division, 36 between the lengths of 8 and 12 feet, 12 between the lengths of 12 and 15 feet, and 5 between the lengths of 15 and 20 feet.

On the second division there were a total of ten short spans put in, 9 between the lengths of 8 and 12 feet, and one 17½ feet.

4 GEORGE V., A. 1914

*Elmira Branch, P.E.I.—*

The Contractors completed their work in connection with the branch line. The ballasting and track lifting was done by the Railway Department.

I have the honour to be, sir,  
Your obedient servant,

WM. B. MACKENZIE,  
*Chief Engineer.*

LEVIS, Que., May 8, 1913.

F. P. BRADY, Esq.,  
General Superintendent,  
Moncton, N.B.

DEAR SIR,—I herewith submit report of work done on my Division, from the 1st November, 1912, to the 31st of March, 1913.

#### TRACK.

During this period, 79,084 lineal feet of 5-in., 4 $\frac{3}{4}$ -in., 4 $\frac{1}{2}$ -in and 4 $\frac{1}{4}$ -in. rails were taken up and replaced with an equal quantity of 5-in., 4 $\frac{3}{4}$ -in. and 4 $\frac{1}{2}$ -in.

#### TIES.

During this period, 2,433 ordinary ties and 6 sets of switch were put in track.

#### SWITCHES AND SEMAPHORES.

A new semaphore was placed at Tobin's, and semaphores were required at the following places:—LaDurantaye, L'Islet, Harlaka, St. Eloi, St. Pacôme, Cacouna, Ste. Luce, St. Anacllet and Carrier.

Glasses of all semaphores changed on North No. 5 division, and also all semaphores inspected and adjusted on the above division.

#### STATION TELEGRAPH SIGNALS.

These were put in at LaDurantaye and Bagot.

#### SNOW FENCES.

Five hundred and eighty-three rods of snow fences were erected at Blake and 500 rods of portable fences at St. Alexandre.

#### WHARVES AND TRESTLES.

The trestle at Tobin's repaired and Princess pier at Levis repaired.

#### BUILDINGS AND PLATFORMS.

Repaired at the following places:—

- Sectionman's shanty, Rimouski.
- Pumphouse at St. Fabien, rebuilt.
- St. Simon station.
- Tobin's new freight shed completed.
- Building new sectionmen's shanty at Tobin's.
- Rivière-du-Loup roundhouse.
- Rivière-du-Loup old machine shop.
- Rivière-du-Loup new machine shop.

## SESSIONAL PAPER No. 20

Subway at Ste. Flavie.  
Coal shed, St. Luce.  
Platform, St. Anaclet.  
Coal shed, Rimouski.  
Station platform, St. Alexandre.  
Station platform, St. Andre.  
Station platform, Ste. Helene.  
Turntable, Ste. Flavie.  
Roundhouse, Ste. Flavie.  
Station, Rimouski.  
Bic station.  
Trois Pistoles station.  
St. Eloi station.  
Tobin's station.  
Station platform, Isle Verte.  
Station, Rivière-du-Loup.  
Baggage room Rivière-du-Loup.  
Mechanical store, Rivière-du-Loup.  
Old Lake road station.  
St. Paschal station.  
St. Arsene station.  
Cacouna station.  
Cattle pen at Rimouski.  
Telegraph office, Rivière du Loup.  
Chief despatcher's office, Rivière du Loup.  
St. Andre station.  
St. Philippe station.  
Dessaint station.  
St. Alexandre station.  
Turntable at Ste. Flavie.  
Agent's house at Laurier.  
Laurier station.  
Sectionmen's house at DeLotbinière.  
St. Apollinaire station.  
Scale house, Ste. Rosalie.  
Station platform, Bagot.  
Lumber shed at Drummondville.  
Mail crane at Mauseau.  
Mail crane at Levergne.  
Doors, Daveluyville station.  
Doors, Lemieux station.  
Freight shed at Drummondville.  
Windows, Carmel station.  
Freight shed doors, St. Germain.  
Freight shed doors, Laurier.  
Freight shed doors, St. Leonard.  
Flanger No. 22.  
Mail catcher, DeLotbinière.  
Doors, Aston Junction station.  
Doors, Drummondville station.  
Doors and windows, Bagot station.  
Doors and windows, St. Cyrille station.  
Platform and freight shed at Mitchell.  
Doors, Ste. Rosalie station.

Doors, St. Leonard station.  
Doors, St. Cyrille station.  
Windows, St. Leonard station.  
Roof of stable at Ste. Monique.  
And making lorry frames.  
LaDurantaye station.  
Ste. Louise station.  
Agent's house, Ste. Anne.  
Agent's house, St. Charles Junction.  
And moving cattle pen at Ste. Anne.  
And moving cattle pen at L'Islet.  
Roof and freight shed, Levis.  
Agent's house, Rivière Ouelle.  
Baggage room and coal shed, Rivière Ouelle.  
Gangway and cattle pen, Rivière Ouelle.  
Rivière Ouelle wharf station.  
St. Joseph station.  
Scale in Levis baggage room.  
Giroux's house, Chaudière curve, railway house.  
Station platform, Chaudière Curve.  
Freight shed, Levis.  
Agent's house, Chaudière Junction.  
W.C. at L'Islet.  
Brick walls, engine house, Chaudière Junction.  
Hot air pipe, engine house, Chaudière Junction.  
Drain for ash pit house, Chaudière Junction.  
Pit, St. Charles water crane.  
Pit, L'Islet water crane.  
Freight checker's office, Levis.  
Smoke stacks, engine house, Chaudière Junction.  
Railway house, occupied by A. B. Therrien, Chapman's property.  
Doors of engine house, Chaudière Junction.  
Doors of transfer shed, Chaudière Junction.  
Apartments agent's house, Chaudière Curve.  
Chaudière Curve station.  
Crossing gates at Levis.  
Superintendent's house, Levis.  
Levis station.  
L'Islet station.  
Freight shed, St. Romuald.  
Floor and doors in baggage room at Levis.  
Floor of Levis freight shed.  
Ste. Anne station.  
Terminal buildings, Chaudière Junction.  
Flanger No. 4251.  
Building office for Dominion Express Co., at Rivière du Loup.  
Building porch for agent's house, DeLotbinière.  
Making drain box at Ste. Rosalie.  
Moving ear house at St. Apollinaire.  
Building pantry at St. Apollinaire.  
Building waiting room in shelter at St. Edward.  
Building ear house at Ste. Rosalie.  
Making storm door- for sectionmen's house, Aston Junction.  
Making desk for St. Romuald station.  
Making lorry frames at Drummondville.

## SESSIONAL PAPER No. 20

- Making coal bin, St. Apollinaire station.
  - Making sink stand at DeLotbinière station.
  - Making electric semaphore heads.
  - Making signal ladders at Drummondville.
  - Extension to station platform at L'Islet.
  - Putting in new spouts, station and baggage room, Levis.
  - Extension to platform, Letellier station.
  - Extension to platform, St. Pacôme, and putting railing at the present one.
  - Building office for accounting branch in Levis station.
  - Repairs to telegraph board at Levis.
  - Improvements in resident engineer's office.
  - Grading to make a team track alongside loading platform at L'Islet.
  - Building new cattle pen at Levis.
  - Laying sidewalk in subway, Chaudière Junction yard.
  - Renewing doors of Harlaka station.
  - Changing sink and drain pipe in Carrier station.
  - Jacking up floor in Levis station.
  - Making office for Dominion Express Co. in baggage room at Levis.
  - Varnishing stove pipes at St. Charles Junction, St. Romuald, St. Joseph and Carrier.
  - Putting in iron beams to support engine house, Chaudière Junction.
  - Extension to loading platform at Ste. Anne.
  - Making cupboard and letter box in baggage room at Levis for the resident engineer.
  - Making cupboard in accountant's office.
  - Making new push cars and repairing old ones and hand cars.
  - Excavating and blasting to lay new sidings for new cattle pen, Levis.
  - Changing and repairing water pipes in agent's house, Levis.
  - Laying water and drain pipes for new stock pen at Levis.
  - Making whistle posts.
  - Making semaphore boards.
  - Making sign boards.
  - Making chock blocks.
  - Making siding sign boards.
- Applying materials and painting the following buildings as per contract as follows:—
- Chaudière station.
  - Chaudière Junction station.
  - Chaudière Junction rest house.
  - Levis station, exterior.
  - Levis station, umbrella sheds.
  - Levis freight house.
  - Harlaka station.
  - St. Charles Junction station.
  - St. Jean, Port Joli station.
  - Ste. Louise station.
  - Ste. Anne station.
  - New culvert underneath road at L'Isle Verte.
  - Repairs to culvert,  $\frac{1}{4}$  mile west of St. Charles Junction.
  - Repairs to culvert, 1 mile east of Carrier.
  - Repairs to culvert,  $\frac{1}{2}$  mile east of Carrier.
  - Repairs to pier and west abutment of Etchemin bridge just east of St. Romuald station, reinforcing abutment with concrete.
  - Repairs to culvert, 3 miles east of Montmagny.

Repairs to culvert,  $\frac{1}{2}$  mile east of Montmagny.

Lifting Trois Saumon Bridge.

Raising bridge and putting in wall plate under bridge 1 mile west of St. Jean, Port Joli.

#### WORK DONE ON CAPITAL ACCOUNT.

##### *General protection of highways—*

Crossing bells were installed at West of Rimouski, Rivière Ouelle, Drummondville, between Mountain and Bic.

##### *To increase accommodation at Rivière du Loup—*

A rest house and a sand house were built.

##### *To increase accommodation at Ste. Flavie—*

Changing tracks, loading platform, new freight shed, new station and piling turntable tractor.

#### STRENGTHENING BRIDGES.

Small spans at DeLotbinière and Villeroy.

##### *To increase accommodation and facilities along the line—*

Addition to freight shed at Rimouski.

Laurier station and addition to freight shed.

##### *Improvements to loading facilities at Bureau's siding—*

Grading.

Loading platform at Bic built.

#### INTERCOLONIAL RAILWAY.

##### OFFICE OF THE SUPERINTENDENT 2ND DIVISION.

CAMPBELLTON, N.B., May 27, 1913.

Annual report for the five months ending March 31, 1913.

#### TRACK.

19.36 miles of 56, 58, 67 and 80 lb. rails were taken up and replaced by 67 and 80 lbs.

#### TIES.

5,664 ties and 5 sets of switch ties were put in track.

#### BALLASTING.

'Nil.'

#### SWITCHES AND SEMAPHORES.

New semaphore signals were erected at the following stations:—

'Nil.'

Necessary repairs were made to all semaphores, switches and telegraph signals on the division.

#### SIDINGS.

.09 of a mile additional siding accommodations have been provided at different points on the division.

SESSIONAL PAPER No. 20

FENCE BUILT BY OUR OWN MEN.

'Nil.'

SNOW FENCES.

There were built during this period, 10 rods of portable snow fence, and 19 rods of stationary snow fences.

WHARF AND TRESTLES.—(Repairs.)

'Nil.'

BRIDGES AND CULVERTS.—(Repairs.)

Bartibogue bridge,	Marysville bridge,
Boiestown bridge,	Mersereaus Brook bridge,
Cross Creek culverts,	Nashwaak bridge.
Doaktown culverts,	

PAINTING BRIDGES.

'Nil.'

PAINTING BUILDINGS.

Millstream, St. Alexis.

BUILDINGS AND PLATFORMS.

Necessary repairs were made to stations and dwellings at the following places:—

Assametquaghan,	Dalhousie,	Moffats,
Astle Crossing,	Eel River,	Nepisiguit Junction,
Bartibogue,	Fredericton,	Nash's Creek,
Bathurst,	Flat Lands,	New Mills,
Belledune,	Gloucester Junction,	Nigadoo,
Berry's Mills,	Green Point,	Newcastle,
Barnaby River,	Hodgins,	Petit Rocher,
Covered Bridge,	Jacquet River,	Red Pine,
Charlo,	Kent Junction,	Rogersville,
Campbellton,	Loggieville,	St. Moise,
Chatham Junction,	Lac au Saumon,	Sayabec,
Canaan,	Little Metis,	St. Alexis,
Coal Branch,	Millstream,	Superintendent's House,
Campbellton Rest House,	Matapedia,	Trainmen's Rest House.
Doaktown,	Millnikek,	
Dalhousie Junction.	Millerton,	

Necessary repairs were made to freight sheds at the following places:—  
Campbellton, Canaan, Harcourt.

The following round houses and shops were repaired:—

Blackville,	Loggieville,	Newcastle.
Gibson,	Moneton,	

Stations and loading platforms were repaired at the following places:—  
Taymouth.

The following new buildings were erected:—

Gibson, store.  
Campbellton, Chief Despatcher's Office,  
Coal bins, Campbellton.

## GENERAL.

New buffers were made and set up at different points on the division when required and repairs made when necessary.

Repairs were made to crossings on the division at various points when required.

Glass was put in, and glazing done when necessary.

Ladders for buildings and semaphores were provided where necessary throughout the division.

Necessary repairs have been made to turn-tables when required.

Necessary repairs have been made to hand cars, trolleys, baggage trucks and wheel barrows throughout the division.

Sign boards were made and put up where required.

Boxes were made for packing second hand bolts and spikes when required.

MONCTON, N.B., April 21, 1913.

E. PRICE, Esq.,  
Superintendent,  
Campbellton, N.B.

DEAR SIR,—I beg to submit the following report on the work done on capital account for the fiscal year ending March 31, 1913, on No. 2 Division.

## CAMPBELLTON, TO INCREASE ACCOMMODATION AT.

Station platform was completed early in the season. The subway was completed, tracks lowered and temporary stringers removed.

All tracks, grading, ballasting, etc., completed, track scale put in and heated from the engine house. Heat was also connected to the car repair shop.

## DIVERSION OF LINE AT CHATHAM AND BRANCH TO WHARF.

The new line was opened for operation, November 28. Line was ballasted during the fall and partly lifted. Sidings were put in at Chatham and Nelson.

At Chatham the new station was completed as well as the permanent freight shed. A temporary freight shed was fitted up until the regular shed can be used.

At Nelson a new station with dwelling apartments for the agent was built and the old station moved over and converted into a freight shed.

A freight and passenger platform was put up at Harper's road.

The filling of Walsh's Cove for a station ground was started and about one-tenth done when work was stopped for the winter.

## FREDERICTON, TO INCREASE ACCOMMODATION AT.

A concrete platform was put down around and completed with the exception of 60 feet at the west end. Track work and grading completed. Nothing done in regard to freight shed.

## MONCTON, LOCOMOTIVE AND CAR SHOPS WITH EQUIPMENT AND NEW FREIGHT YARD AND CUT-OFF LINE.

Plans were made and a contract entered into with Messrs. Rhodes, Curry & Co., Limited, for the construction of an addition to the freight car repair shop. No construction work done. The Canadian H. W. Johns-Manville Co., Limited, put a cork insulating roof on the passenger car repair shop for the purpose of stopping the condensation on the interior of the roof slab. A portion of this contract amounting to \$8,076.29 is chargeable to this vote.



## SESSIONAL PAPER No. 20

## TO INCREASE ACCOMMODATION AND FACILITIES ALONG THE LINE.

*Kempt.*—A new freight shed 25 feet x 40 feet was built and occupied.

*Sayabec.*—A new station was built and the old station moved and converted into a dwelling for the agent.

*Bel River.*—An addition of 20 feet was made to the freight end of the station building.

*Coal Branch.*—A small addition was made to the station at the rear to provide more room in the dwelling apartment.

Respectfully submitted,

FRED. CONDON,  
*Resident Engineer.*

The following is a statement of repairs made on 3rd Division during the period November, 1912, to March, 1913, inclusive:—

## TRACK.

During the period, November, 1912, to March, 1913, inclusive, 31,496 feet of 4-inch, 4½-inch, and 5-inch rails were taken up and replaced with 4½-inch and 5-inch rails.

## TIES.

During the period, November, 1912, to March, 1913, inclusive, 10,279 ordinary ties and 8 sets of switch ties were put in track.

## BALLASTING.

Nil.

## SWITCHES AND SEMAPHORES.

New semaphore signals were erected at the following places:

Willow Park, 1.

St. John, 2.

Amherst, 1.

The following semaphores renewed and shifted to new location:

Anagance, 1

Apohaqui, 1.

Truro, 1.

The following semaphores shifted to new locations:

Penobsquis,

Bloomfield,

Quispamsis,

Rothsay,

Maccan,

Painsec Jct.,

Calhouns,

Folleigh,

Londonderry,

Westchester,

Athol,

Windsor Jct.,

Truro.

20 new switches were installed between November and March inclusive.

Necessary repairs were made to all semaphores and switches and telegraph signals on the division.

## SIDINGS.

1,733 feet of siding put in during period November to March at different places and 400 feet of siding to exhibition grounds at St. John taken up.

## SNOW FENCES.

511 feet of stationary snow fences were built between Maccan and Nappan.  
 500 feet of portable snow fence erected at Shediac.  
 4½ miles of snow fences repaired on Folley Mountain.  
 160 rods of N. B. wire fence erected at Moneton.

## WHARFS AND TRESTLES.

Necessary repairs were made to the following wharfs and trestles:—

<i>Location—</i>	<i>Wharf or trestles—</i>
D. W. T. Halifax,	Piers Nos. 2, 3, 4, 5, 7, 8, 9, and Immigration Pier.
Willow Park,	Coal pockets erected,
Springhill Jet.,	Coal trestle.
St. John,	Long wharf.
"	Ballast wharf.

## BRIDGES AND CULVERTS.

During the period November to March the following bridges and culverts were repaired:—

<i>Location—</i>	<i>Bridge or culvert—</i>
East of Belmont,	Bridge (new girder and top),
Penobsquis,	Culvert.
Scoudouc,	Culvert.
New through bridge 40 feet long put in east of Folley.	

## OVERHEAD BRIDGES.

<i>Location—</i>	<i>Overhead bridge—</i>
St. John.	Wall street and Stanley street overhead bridge.
Lake-side.	

## PAINTING (BRIDGES).

Nil.

## PAINTING (BUILDINGS).

<i>Location—</i>	<i>Description—</i>
Truro yard.	Small buildings.

## BUILDINGS AND PLATFORMS.

Necessary repairs were made to stations, dwellings, platforms and outbuildings on the division during the period, November to March, at the following places:—

<i>Location—</i>	<i>Location—</i>
Apohaqui.	Lakeside.
Jubilee.	Fairview.
Sussex.	Model Farm.
Anagance.	Penobsquis.
Scoudouc.	Dorchester (built new building 21 x 40 feet).
Shediac.	Dartmouth.
Pt. du Chene.	Hilden.
Truro.	Halifax and Southwestern Jet.
Alton.	Brookfield.
Windsor Junction.	Milford.
Stewiacke.	Shubenacadie.
Enfield.	Prince's Lodge.
Fall River.	
Hampton.	

## SESSIONAL PAPER No. 20

During this period necessary repairs were made to outside buildings such as water closets, also hand car houses, etc.

Necessary repairs were made to the following buildings and rooms during this period at St. John:—

Tower house, Island Yard.	Train shed, St. John.
Office, King street.	Yardmaster's office, St. John.
Elevator, St. John.	Shed No. 3, St. John.
Store room, St. John.	P. O. Dept. room, St. John.
Furnace room, St. John,	Wash house, St. John.
Parcel room, St. John.	Freight Shed, No. 9, St. John.
Baggage room, St. John.	

The following buildings at Richmond and Halifax were repaired:—

Brick freight shed,	North Street station,
Stock pens, Richmond,	D. W. T. Fire Hose houses,
Car-cleaning plant,	Coal shed, Richmond,
Grain elevator,	D. A. R. shed,
Dunn's house, Willow Park,	Government House, Campbell road.
Immigration building,	Government House, Richmond,
Power house, North street,	Flour shed,
Tool house, Richmond,	Shunter's rest house.

The following buildings at Moncton were repaired during the period November to March:—

Freight office,	Rest house.
General office,	Track blacksmith shop,
Pintsch gas plant,	Coal plant.
E. Tiffin's house,	

Built three small buildings for natural gas plants.

Round houses and shops were repaired during the period at the following places:—

St. John,	Willow Park,
Moncton,	Truro.

Necessary repairs were made during the period to the following loading platforms:—

Sussex,	Shediac,
Lakeside,	D. W. terminus,
Hampton,	Enfield.

Repairs were made to crossings on the division at various places where required. Glass was put in at various places where required.

Necessary repairs were made to turntables where necessary.

## FOURTH DIVISION.

I beg leave to submit the following statement of work covering repairs to track, buildings, bridges, &c., chargeable to revenue between November 1, 1912, and March 31, 1913.

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## TRACK.

## BALLAST.

3,357 cubic yards ash ballast.

NOTE.—Above ashes from Stellarton engine-house, and distributed at bad spots along Eastern extension.

## TIES.

14,372 ties put in track.

5 sets switch ties.

## SWITCHES.

7 sets new split switches.

## FENCES.

317 rods new wire fence.

450 feet snow fence.

## SIDINGS.

600 foot siding put in at Wallace.

196 foot extension to W. P. MacNeil &amp; Co's siding, New Glasgow.

200 foot extension added to Swift's siding, Sydney.

## BRIDGES.

Following bridges and culverts repaired:

	<i>Location.</i>	<i>Division.</i>
Bridge . . . . .	Middle River,	Oxford & New Glasgow,
Bridge . . . . .	Grand Narrows rest pier,	Cape Breton.
Bridge . . . . .	Balls Creek,	Cape Breton.
Culvert . . . . .	Pomquet, east,	Eastern Extension.
Culvert . . . . .	Pomquet, west,	Eastern Extension.
Culvert . . . . .	Heatherton, west,	Eastern Extension.
Culvert . . . . .	Aiton, east,	Eastern Extension.
Culvert . . . . .	Trenton,	Eastern Extension.
Culvert . . . . .	Loch Broom,	Oxford & New Glasgow.
Culvert . . . . .	Sydney, Lombard St.,	Cape Breton.
Trestle . . . . .	Dowlings,	Cape Breton.
Trestle . . . . .	MacDonalds,	Cape Breton.
Wharfs . . . . .	Pictou,	Oxford & New Glasgow.
Wharf foundation . . .	Mulgrave,	Eastern Extension.

## PLATFORMS.

Platform . . . . .	Alma. (Ox. & N.G.)	Repaired.
Platform . . . . .	Valley (Eastern)	New.

## BUILDINGS.

Engine house, Stellarton, slight repairs.  
 Station, Stellarton, slight repairs.  
 Car checker's office, Stellarton, slight repairs.  
 Brakemen's rest-house, Stellarton, slight repairs.  
 Station, Heatherton, slight repairs.  
 Station, Sydney, slight repairs.

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Engine house, Sydney, slight repairs.  
 Freight shed, Sydney, slight repairs.  
 Station, Sydney Mines, slight repairs.  
 Station, North Sydney, slight repairs.  
 Station, Grand Narrows, slight repairs.  
 Station, West Bay Road, slight repairs.  
 Station, River Denys, slight repairs.  
 Station, Iona, slight repairs.  
 Engine house, North Sydney, slight repairs.  
 Rest house, Sydney, slight repairs.  
 Ash pit, Sydney, slight repairs.  
 Coaling plant, Sydney, slight repairs.  
 Station, West River, slight repairs.  
 Station, Eureka, slight repairs.  
 Station, Hopewell, slight repairs.  
 Station, Ferrona Jet., slight repairs.  
 Station, Lyons Brook, slight repairs.  
 Station, Scotsburn, slight repairs.  
 Tool house, River John, slight repairs.  
 Station, River John, slight repairs.  
 Water sluice, Pugwash, slight repairs.  
 Tool house, Sylvester, slight repairs.  
 Station, Westville, slight repairs.  
 Station, Malagash, slight repairs.  
 Freight shed, Pictou, slight repairs.  
 Ice house, Pictou, slight repairs.  
 Carpenter shop, Pictou, slight repairs.  
 Station, Pictou, slight repairs.  
 Engine house, Pictou, slight repairs.  
 Station, Sylvester, slight repairs.  
 Station, Alma, slight repairs.  
 Station, Denmark, slight repairs.  
 Engine house, Oxford Jet., slight repairs.  
 Ash pit, Oxford Jet., slight repairs.  
 Water sluice, Tatamagouche, slight repairs.  
 Station, Wallace, slight repairs.  
 Station, Harbour au Bouche, slight repairs.  
 Station, New Glasgow, slight repairs.  
 Station, Merigomish, slight repairs.  
 Station, Heatherton, slight repairs.  
 Station, Tracadie, slight repairs.  
 Station, West Merigomish, slight repairs.  
 Station, Trenton, slight repairs.  
 Station, Antigonish, slight repairs.  
 Station, Mulgrave, slight repairs.  
 Station, Heatherton, slight repairs.  
 Kitchen, Avondale, addition.  
 Kitchen, Heatherton, addition.  
 Kitchen, South River, addition.

## MISCELLANEOUS.

Cribwork, Cape Breton.

## PAINTING BRIDGES AND BUILDINGS.

Nil.

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## INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE.

MONCTON, N.B., May 19, 1913.

To the Canadian Government Railways Managing Board,  
Moncton, N.B.

GENTLEMEN,—I beg leave to submit the following annual report for the Maintenance of Way and Structures Department for the period from April 1 to October 31, 1912.

## TRACK.

During this period 43.69 miles of 4-inch, 4½-inch, 4¾-inch and 5-inch rails were taken up and replaced with 4½ and 5-inch rails.

## TIES.

During this period 590,308 ordinary ties and 249 sets switch ties were put in the track.

## BALLASTING.

During this period 160 miles of track was ballasted.

## SWITCHES AND SEMAPHORES.

New semaphore signals were erected at the following stations:—

Petite Rocher, 1; L'Islet, 2.

113 new switches were installed during this period.

Necessary repairs were made to all semaphores and switches and telegraph signals on the system.

## SIDINGS.

During this period 5.22 miles of additional siding accommodation has been provided at the different stations on the system.

## FENCES BUILT BY OUR OWN MEN.

During the period 44.59 miles of woven wire fence was built at different points on the system by our own men.

Necessary repairs were made to fences on the system during this period.

## SNOW FENCES.

During this period there was built 330 rods of portable snow fence.

Necessary repairs were made to all snow fences where required.

## WHARFS AND TRESTLES.

Necessary repairs were made to the following wharfs and trestles during this period:—

Ashton Junction, trestle; Nicolet, trestle; Tobins, trestle; Princes Pier, wharf; Pictou, wharf; Halifax, pier No. 1; Halifax, pier No. 2; Halifax, pier No. 3; Halifax, pier No. 4; Halifax, pier No. 5; Halifax, pier No. 6; Halifax, pier No. 7; Halifax, pier No. 8; Richmond, quay wall; Point Tupper, wharf at old transfer; St. John, long wharf; St. John, breakwater at Courtenay Bay; Point du Chene, wharf; Dorchester, wharf; Antigonish, trestle; Stellarton, trestle; Gibson, wharf; Mulgrave, wharf; Point Tupper, temporary trestle for loading coal; Mill Brook, trestle; North Sydney, wharf.

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## BRIDGES AND CULVERTS.

During this period the following bridges and culverts were repaired:—

Folleigh, bridge; St. Leonard, culvert; Montmagny, bridge; Montmagny, culvert; St. Romuald, bridge, St. Luce, culvert; Tobins, overhead bridge; Moncton, subway; Brownells, aboideau; Crowsens, aboideau; Morris Dump, culvert; Grand Narrows, culvert; Grand Narrows, bridge; Duncan, culvert; Daveluyville, bridge; Barnaby River, bridge; Barnaby River, culvert; Robinsons, under crossing; Memramcook, bridge; Memramcook, culvert; Mill Brook, bridge; Nicolet, culvert; Isle Verte, culvert; Dalhousie, culvert; Nipisiguit, culvert; Lutes Siding, culvert; Boundary Creek, culvert; Scoudoué, culvert; Scoudoué, bridge; Folleigh, culvert; Londonderry, culvert; Pictou Harbour, bridge; Ashton Junction, culvert; St. Anne, bridge; 'Old Lake Road, culvert; Boiestown, bridge; East Mines, culvert; Salt Springs, culvert; Upper Dorchester, culvert; Richmond, culvert; Gillis Cove, culvert; Manseau, bridge; Rivière du Loup (wharf branch), bridge; St. Pascal, bridge; Newcastle, culvert; Dickies Siding, culvert; Shediac, bridge; St. John, bridge (Stanley st.); River Philip, culvert; Springhill Junction, culvert; Athol, culvert; Sackville, culvert; Fort Lawrence, culvert; Hallawell Grant, culvert; East River, bridge; Trenton, culvert; Piedmont, culvert; Beaver Cove, bridge; St. Apollinaire, culvert; St. Leonard, culvert; St. Charles Junction, bridge; Trois Saumons, culvert; L'Islet, bridge; St. Philippe, culvert; Benjamin River, bridge; Blackville, bridge; Blackville, culvert; Middle River, bridge; Wallace, bridge; Merigomish, culvert; Avondale, culvert; Heatherton, culvert; Orangedale, culvert; Mitchell, culvert; St. Rosalie, culvert; DeLotbinière, culvert; Rivière Ouelle, bridge; Cedar Hall, culvert; Frosty Hollow, culvert; Palmer's Pond, culvert; Horns, bridge; Little River, bridge; Bayfield, culverts.

## OVERHEAD BRIDGES.

During this period the following overhead bridges were repaired:

Proberts,	Overhead Bridge.
Dickies Siding,	“ “
Bathurst (West of)	“ “
Bathurst (East of)	“ “
Otty's,	“ “

## BUILDINGS AND PLATFORMS.

Necessary repairs were made to stations, dwellings and out-buildings on the system during the year at the following places.

<i>Location.</i>	<i>Location.</i>	<i>Location.</i>
Amherst,	East Mines,	Maccan,
Avondale,	Elm Tree,	Merigomish,
Assametquaghan,		Millerton,
Alma,	Fairview,	Model Farm,
Antigonish,	Fredericton,	Mulgrave,
Aulac,	Folleigh,	Montmagny,
Athol,	Flat Lands,	Manseau,
Amqui,	Fairvale,	Meadowville,
Adamsville,	Fitzpatrick's Siding,	
Apohaqui,	Ferrona Jet.,	New Mills,
		Newcastle,
Bathurst,	Gibson,	Nappan,
Beresford,	Grand Narrows,	Nicolet,
Bayfield road,	Green Point,	New Glasgow,
Barney's River,	Gloucester Jet.,	North Sydney,

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<i>Location.</i>	<i>Location.</i>	<i>Location.</i>
Bartibogue,	Jubilee,	Quispamsis.
Belledune,	James River,	Quebec,
Berry's Mills,	Jacquet River,	
Browses Point,		Rivière Ouelle.
Boisdale,	Kent Jct.,	Rivière du Loup.
Bagot,	Kempt,	Rogersville,
Bic,		River John,
Bloomfield,	Levis,	Rimouski,
Beau Rivage.	Lourds,	Riverton,
Belmont.	L'Islet,	River Philip,
Barachois.	Laurier,	Red Pine,
Brown's Point.	La Durante,	Rothsay,
Boiestown,	Lemieux,	Renforth,
	Lyons Brook,	
Campbellton,	Little Metis,	St. Cyrille,
Cap St. Ignace,	Londonderry,	St. Vallier,
Cacouna,	Lac au Saumon.	St. Arsene,
Chatham Jct.,	Lakeside,	St. John.
Cross Creek.	Loch Broom.	St. Appolinaire,
College Bridge.	Loggieville.	Springhill Jct.,
Causapsca,		Sackville,
Coal Branch.	Millstream.	Shubenacadie,
Canaan,	Metapedia.	Stellarton,
Conns Mills,	Moncton,	Sydney,
Carrier,	Memramcook.	St. Anne,
Chaudiere Jct.,	Mitchell.	St. Charles,
Calhouns,	Moffatts.	St. Pascal,
Calligans,		St. Fabien,
Chaudiere Curve.	Nashes Creek.	Salt Springs.
Cedar Hall.	Nigadoo,	St. Anaclet.
	Nauwegewauk.	St. Luce,
Derby Jct.,	North Sydney Jct.,	Sayabec,
Dorchester,	Nipisiguit Jct.,	St. Moise,
DeBert.		Salisbury,
DeLotbinière,	Old Lake Road.	St. Francois,
Daveluyville,	Oxford Jct.,	Ste. Flavie,
Dalhousie,	Onslow.	St. Simon.
Dalhousie Jct.,	Oxford.	St. Octave.
Denmark.	Orangedale.	St. Jean Port Joli.
Drummondville.		St. Romuald.
	Penobsquis.	Sussex.
Glen Emma.	Painsec,	St. Eugene.
	Pictou,	St. Leonard.
Halifax.	Point Tupper.	Scotsburn,
Harbour au Bouche.	Point du Chene.	St. Helene.
Hampton.	Plumweseep.	South River.
Harlaka Jct.,	Passekeag.	St. Jean Chrysostome,
Hadlow.	Petitcodiac.	St. Germain.
Heberts.	Pugwash Jct.,	St. Eloi,
Harcourt.	Pictou Landing.	Sydney Mines.
Heppers Siding.	Petit Rocher.	St. Perpeture.
	Pomquet,	St. Joseph.
Isle Verte.		St. Andre,



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<i>Location.</i>	<i>Location.</i>	<i>Location.</i>
St. Alexandre, Shediac, Springhill,	Tatamagouche, Tracadie, Thomson, Trenton,	Waverley, Windsor Jct., West Bay Road, Westville, Wallace.
Truro, Trois Pistoles, Turgeon.	Upper Dorchester,	Wentworth.

During this period necessary repairs were made to all out-buildings such as water closets, hand car houses, coal houses, tanks, etc.

Necessary repairs were made to the following buildings, etc., this period at St. John:—

Coal pockets,  
Train shed,  
Sheds Nos. 1, 2, 5, 7, 8, 9, 13.  
Elevator,  
Coachman's shanty,  
Baggage room,  
Round house,  
Freight building,  
Station.

The following buildings at Richmond and Halifax were repaired:—

Sheds Nos. 2, 3, 4, 8, 9,  
Coal Pockets,  
Yard delivery office,  
D. A. R. freight shed,  
Grain elevator and conveyor,  
North street station,  
North street power house,  
Station—Richmond,  
Carpenter shop—Richmond.  
Trainmen's shelter—Richmond.  
Cattle shed—Richmond,  
Train shed,  
Round House (Willow Park),  
Dwellings on Campbell Road,  
Dunn's House,  
Stock pens,  
Brick freight shed,  
Car cleaning plant,  
Track scales,  
Switchman's house.

The following buildings at Moncton were repaired during this period:—

New shops.  
Ice house and platform.  
Yard office.  
Freight house.  
Station and platform,  
Cattle shed.

Car washers building.  
 Engine house.  
 Government cottages (Main St. and Bridge St.).  
 Rest house.  
 Electric plant.

Round houses and shops were repaired during this period at the following places:—

Amherst,	Point du Chene.
Campbellton,	Rivière Ouelle,
Chaudière Jct.,	Rivière du Loup,
Dalhousie,	St. John,
Gibson,	Springhill Jct.,
Halifax,	Stellarton,
Moncton,	Sydney.
Newcastle,	Sussex,
Oxford Jct.,	Ste. Flavie,
Pictou,	Springhill.

Necessary repairs were made during this period to the following loading platforms:—

Dorchester,	Nappan,
Drummondville,	Oxford,
Fitzpatrick's,	Pictou,
Halifax	River John,
L'Islet,	Sayabec,
Londonderry,	St. Simon,
Loggieville,	Shediac,
Meadowville,	St. John.

#### PAINTING—(BRIDGES).

During the year the following bridges were painted.

##### *Location of Bridge—Description of Work.*

Barnaby River, double deck lattice girder painted.  
 Bedford, three spans painted.  
 Belmont, painted.  
 Barney's River, painted.  
 Breakey's Siding, 8 rolled beams painted.  
 Baxter's Bridge, painted.  
 Bennet's River, deck plate girder painted.  
 Cross Creek, deck plate girder painted.  
 Calvary River, painted.  
 Cedar Swamp, 4 floor beams painted.  
 Cedar Hall (East of), 1 rolled beam painted.  
 Durham, deck plate girder painted.  
 Dewar's Mills, painted.  
 Elmsdale, painted.  
 Grand Narrows, painted.  
 Groom's Cove, deck plate girder painted.  
 Hammond River (near Jubilee), 3 spans painted.  
 Isle Verte (East of), 4 rolled beams painted.  
 James River, painted.  
 Jacquet River, 3 spans painted.  
 Little Forks, double lattice girder painted.

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Lydia Brook, painted.  
 L'Anse à Giles (East of), 8 rolled beams painted, and 1 deck plate girder painted.  
 McBeans, painted.  
 Nashes Creek, through plate girder painted.  
 North Branch Charlo, 3 spans painted.  
 Oulton's, painted.  
 Penniac, 1 deck plate girder painted.  
 River Inhabitants, painted.  
 Rivière Ouelle, deck plate girder painted.  
 Soddon River, painted.  
 South Branch Charlo, 2 spans painted.  
 Shubenacadie, painted.  
 Sutherland's River, painted.  
 South River, painted.  
 St. Romuald (Under crossing), through plate girder and metal floor painted.  
 St. Joseph (East of), through plate girder painted.  
 St. Joseph (West of), through plate girder painted.  
 St. Louise (East of), deck plate girder painted.  
 St. Anne (East of), deck plate girder painted.  
 St. Moise (East of), rolled beam.  
 Trois Saumons (West of), 4 deck plate girders.  
 Union, painted.  
 West Branch Montmagny, double through plate girder painted.

## PAINTING (BUILDINGS).

*Location of Station, &c.—Description of Work.*

Alton, station, exterior and interior.  
 Alba, station, exterior.  
 Alba, freight shed, exterior.  
 Aulac, station, exterior.  
 Aulac, freight shed, exterior.  
 Adamsville, station, exterior and interior.  
 Afton, station, exterior.  
 Afton, out buildings, exterior.  
 Bedford, station, exterior.  
 Barra Glen, shelter, exterior.  
 Beaver Cove, shelter, exterior.  
 Brown's Point, station, exterior and interior.  
 Boiesdale, station, exterior.  
 Bagot, tank, exterior.  
 Barnaby River, freight shed, exterior.  
 Berry's Mills, station, exterior and interior.  
 Barney's River, station, exterior.  
 Bayfield, station, exterior.  
 Bayfield, freight shed, exterior.  
 Charlotte, shelter, exterior.  
 Charlotte, tank, exterior.  
 Causapscaal, station, exterior and interior.  
 Coal Branch, station, exterior.  
 Coal Branch, freight shed, exterior.  
 Chaudière, station and w.c., exterior.  
 Chaudière, freight shed, exterior.

Chaudière Jet., station, exterior and interior.  
Chaudière Jet., rest house, exterior.  
Chaudière Jet., umbrella roof, exterior.  
Chaudière Jet., coal and oil sheds, exterior.  
Chaudière Jet., covered platform, exterior.  
College Bridge, dwelling, exterior.  
Dartmouth, station, interior.  
DeLotbinière, tank, exterior.  
DeBert, station, exterior.  
Enfield, station, exterior.  
Eureka, station, exterior and interior.  
Elgin Road, station, exterior.  
Elgin Road, freight shed, exterior.  
Eel River, station, exterior.  
Eel River, agent's dwelling, exterior.  
Fairview, station, exterior.  
Ferrona Junction, station, exterior and interior.  
Flatlands, station, exterior and interior.  
Flatlands, freight shed, exterior.  
Folleigh, station, exterior.  
Halifax, grain elevator, exterior operations.  
Hopewell, station, exterior.  
Hadlow, station, exterior.  
Harlaka Junction, station, exterior and interior.  
Harlaka Junction, freight shed, exterior.  
James River, station, exterior.  
Kent Junction, station, exterior.  
Kent Junction, freight shed, exterior.  
Leitches Creek, station, exterior.  
L'Anse à Giles, station, exterior.  
L'Anse à Giles, freight shed, exterior.  
Lavergne, station, exterior.  
Lavergne, freight shed, exterior.  
Lac au Saumon, freight shed, exterior.  
Lac au Saumon, station, exterior.  
Lac au Saumon, coal and oil sheds, exterior.  
Levis, station, exterior and interior.  
Levis, umbrella roof, exterior  
Levis, freight sheds, exterior.  
Levis, agent's house, exterior.  
Levis, superintendent's house, exterior.  
Lansdowne, station, exterior.  
Lansdowne, dwelling, exterior.  
Little Metis, tank, exterior.  
Lorne, station, exterior.  
Moneton, station (2nd floor), interior.  
Milford, station, exterior.  
Murray's, flag station, exterior.  
Montmagny, station, exterior and interior.  
Millstream, station, exterior and interior.  
Millstream, tank, exterior.  
McKays, station, exterior.  
Merigomish, station, exterior.  
Merigomish, out buildings, exterior.  
Mines Road, station, exterior.

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Model Farm, station, exterior.  
Nauwegewauk, station, exterior.  
Nappan, station, exterior.  
New Glasgow, storehouse, exterior.  
Orangedale, station, exterior.  
Orangedale, freight shed, exterior.  
Ottawa Brook, shelter, exterior.  
Old Lake Road, freight shed and w.c., exterior.  
Pugwash Junction, station, exterior.  
Pictou Landing, station, exterior.  
Petitcodiac, freight shed, exterior.  
Plumweseep, comb. station and freight shed, exterior.  
Passakeag, comb. station and freight shed, exterior.  
Richmond, station, exterior.  
Richmond, dwelling, exterior.  
Richmond, shed No. 8, exterior.  
Rothesay, station, exterior.  
River Philip, station, exterior and interior.  
Rockingham, station, exterior.  
Riversdale, station and roof, exterior.  
Renforth, shelter, exterior.  
Rivière Ouelle, baggage room, exterior.  
Rivière Ouelle, coal shed, exterior.  
St. Philip de Neri, freight shed, exterior.  
St. André, freight shed, exterior.  
St. Valier, freight shed, exterior.  
St. Pierre, tank, exterior.  
Ste. Rosalie, tank, exterior.  
St. George, freight shed, exterior.  
St. Edward, freight shed, exterior.  
Salt Springs, station, exterior.  
St. Jean Chrysostome, station, exterior.  
St. Jean Chrysostome, tool house, exterior.  
St. Jean Chrysostome, coal shed, exterior.  
Ste. Hélène, station and w.c., exterior.  
Ste. Hélène, freight shed, exterior.  
Ste. Hélène, tank, exterior.  
Sussex, pump house, exterior.  
St. Alexandre, station, exterior.  
St. Alexandre, freight shed, exterior.  
St. Moïse, station, exterior and interior.  
St. Alexis, station, exterior and interior.  
Salisbury, station, exterior.  
Salisbury, freight shed, exterior.  
St. John, elevator conveyor and bents.  
St. John, freight sheds No. 7-9, exterior.  
St. John, 5 offices in freight sheds, exterior and interior.  
St. John, Island Yard office, exterior.  
St. John, cattle shed (I. Y.), exterior.  
Sydney, umbrella roof, exterior.  
St. Charles Junction, station, exterior.  
St. Charles Junction, freight shed, exterior.  
St. Jean Port Joli, station, exterior.  
St. Jean Port Joli, freight shed, exterior.  
St. Jean Port Joli, coal shed, exterior.

Ste. Louise, station, exterior.  
 Ste. Louise, freight shed, exterior.  
 Ste. Anne, station, exterior.  
 Ste. Anne, freight shed, exterior.  
 St. Apollinaire, tank, exterior.  
 Trois Pistoles, station, exterior.  
 Trois Pistoles, freight shed, exterior.  
 Trois Pistoles, tank, exterior.  
 Tracadie, station roof, exterior.  
 Turgeon, combined station and freight shed, exterior.  
 Trois Saumon, freight shed, exterior.  
 Upper Dorchester, station, exterior.  
 Valley, station, exterior.  
 Windsor Junction, station, exterior.  
 Wellington, station, exterior.  
 Westville, station, exterior.  
 Wallace Bridge, station, exterior.  
 West River, station, exterior.  
 Wentworth, station, exterior.  
 Wentworth, freight shed, exterior.

The following buildings were built or repaired to replace buildings destroyed or damaged by fire during this period:

Station, Sydney.  
 Flour shed roof, St. John.  
 Station, Newcastle.  
 Agent's dwelling, Gibson.  
 Terminals, Point Tupper.  
 Station, Millerton.  
 Tank, St. Fabien.  
 Coal shed and cattle pen, Trois Pistoles.  
 Inspector's shanty, Halifax.  
 Section shanty, Halifax.  
 Power house, Willow Park.

#### GENERAL.

Gates and cattle guards were repaired throughout the line, where required.  
 Repairs were made to crossings on the line at various places, where necessary.  
 Sign boards were made and put up where required.  
 Boxes were made for packing second-hand bolts and spikes, when necessary.  
 Ladders for buildings and semaphores were provided when necessary throughout the line.  
 Necessary repairs were made to turn-tables, where required.  
 Glass was put in and glazing done where necessary.  
 Semaphores, switches and telegraph signals have been painted throughout the line.  
 Necessary repairs were made to hand-cars, trollies, baggage trucks and wheelbarrows, throughout the line.  
 Necessary repairs were made to steam shovels, steam cranes and pile drivers, &c.  
 Book cases and desks were repaired and painted.  
 Ash pits were repaired, where required.  
 It gives me great satisfaction, to be able to say that the road, &c., has never been in better condition than during this period.

Yours truly,

T. C. BURPEE,

*Engineer of Maintenance.*

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## INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE,

MONCTON, N.B., May 19, 1913.

To the Canadian Government Railways Managing Board,  
Moncton, N.B.

GENTLEMEN,—I beg leave to submit the following report for the Engineer of Maintenance Department for the period from November 1, 1912, to April 30, 1913.

The following list of capital work was taken over and supervised regarding details, plans, estimates, specification and inspections:—

## LOCATION AND DESCRIPTION OF WORK.

Chatham, freight house; Chatham, drain pipe new yard; Chatham, right of way; Chatham, ballasting; Chatham, station; Chatham, station platform; Campbellton, station; Cape Breton, survey, engineering; Fredericton, freight shed; Fredericton, station; Glebe House Cove, bridge; Halifax, coal plant; Halifax, ash plant; Halifax, remodelling Richmond yard; Halifax, freight shed Richmond; Halifax, pier No. 7 Richmond; Mulgrave, steel bridge and floor; Moncton, freight yard and cut-off; Moncton, addition to freight car repair shop; Moncton, addition and furnishing offices; Moncton, grade revisions through city; Nelson, station; Point Tupper, station; Point Tupper, apartment house; Point Tupper, sand house; Point Tupper, coal pocket; Point Tupper, turntable; Point Tupper, engine house; Rivière du Loup, sand house; Rimouski, addition to freight shed; Ste. Flavie, station; Ste. Flavie, freight shed; Stellarton, engine house; St. John, coal pockets; Sydney Mines, diversion; Truro, station; Truro, turntable; Wallace Harbour, spur line.

The following list of bridges were renewed in part chargeable to capital:—

Assametquaghan,	St. Rosalie Junction,
Bagot,	St. Simon,
Beau Rivage,	St. Fabien,
Cedar Hall,	St. Moise,
Chaudiere Junction,	Sayabec,
Daveluyville,	Villeroi,
Glencoe,	Val Brilliant,
Holmes,	West River,
Harcourt,	Lemieux,
Isle Verte,	Lac au Saumon,
Rimouski,	Mill Stream,
St. Josephs,	Moncton (St. George st.),
Sacre Cœur,	Memramcook,
St. Pauls,	Moffats.
St. Luce,	

## GENERAL.

During the month of November the track blacksmith shop repaired steam shovels, ditchers, rotary ploughs, cranes, ledgewood unloader, ballast cars, aprons, &c.

Repairs were also made to Point Tupper transfer and S. S. Scotia.

Statements were prepared in answer to questions of the House.

A complete history of all the employees in the M. of W. & S. Department was prepared for transfer to Divisional Superintendents.

Considerable supervision was given to buildings and grounds, bridges, trestles and culverts and docks and wharfs.

Plans and estimates were prepared in connection with the appropriation for the year 1913-1914.

Yours truly,

T. C. BURPEE,

*Engineer of Maintenance.*

## INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE MECHANICAL ACCOUNTANT,  
 MONCTON, N.B., June 16, 1913.

SIR,—I beg to submit the following information for the annual report for the fiscal year ended March 31, 1913.

A.—Statement showing the number of locomotives and the different classes of other rolling stock on the line.

B.—Statement showing the mileage made, and the coal, oil, grease and waste consumed by locomotives.

Also a summary of the principal work done in the shops at Moncton, Halifax and Rivière du Loup.

The following rolling stock was purchased:

On Capital account,—

- 2 sleeping cars.
- 1 dining car.
- 2 first class passenger cars.

173 box cars.

50 platform cars.

20 Hart-Otis steel dump cars.

10 stock cars.

On Renewals accounts (revenue)—

23 locomotives (19 freight and 4 switching).

2 sleeping cars.

1 dining car.

5 first class passenger cars.

2 postal cars.

662 box cars.

35 refrigerator cars.

100 platform cars

1 oil tank car.

50 Hart-Otis steel dump cars.

10 stock cars.

1 snow plough.

Nine of the freight locomotives, which are among the most modern type, replaced twenty-five (25) old small type locomotives condemned, the nine (9) having a tractive power of 343,650 lbs. or 32,862 lbs. in excess of the (25) twenty-five.

182 box cars, 100 platform cars, 1 oil tank car, 5 stock cars, and 1 snow plough, replaced the same number condemned.

The 50 Hart-Otis steel dump cars replaced 16 15-ton and 7 6-ton Hoppers, 66 20-ton coal cars, and 12 15-ton Gondolas, or 101 cars in all, condemned.

The 50 having a capacity exceeding the 101 by 1,418 tons.

The following cars were rebuilt in the shops at Moncton on renewals account (revenue):—

2 colonist cars.

3 platform cars.

One (1) of the colonist cars replaced No. 504 condemned and the three (3) platform replaced the same number condemned.

One (1) motor car was converted into a first-class and baggage car, three (3) postal cars were changed from postal and smoking to postal and express, and the two (2) postal cars were fitted with the pintsch gas lighting system.



## SESSIONAL PAPER No. 20

The following cars are under construction in the Moncton shops on renewals account (revenue):—

- 28 vans.
- 150 box cars.
- 1 Flanger.
- 20 box baggage.

The following work equipment was taken over from the Maintenance of Way Department:—

- 3 steam cranes.
- 1 ditcher.
- 1 steam derrick.
- 3 steam shovels.
- 1 portable rail sawing and boring machine.
- 1 pile driver.

I have the honour to be, sir,  
Your obedient servant,

J. J. WALKER,  
*Mechanical Accountant.*

G. R. JOUGHINS, Esq.,  
Superintendent of Motive Power, I.R.C.,  
Moncton, N.B.

The following work was done in the car department during the year:—

- 3 platform and 2 colonist cars rebuilt.
- 1 motor car was converted to combined first class and baggage.
- 3 postal cars were changed from postal and smoking to postal and express.
- 2 postal cars were equipped with the Pintsch gas lighting system.

The following rolling stock received general repairs:—

- |                      |                      |
|----------------------|----------------------|
| 582 freight cars.    | 79 vans.             |
| 34 snow ploughs.     | 6 flangers.          |
| 1 pile driver.       | 4 auxiliary cars.    |
| 3 box baggage cars.  | 17 first class cars. |
| 2 colonist cars.     | 5 sleeping cars.     |
| 7 postal cars.       | 1 parlour car.       |
| 8 second class cars. | 5 baggage cars.      |
| 2 dining cars.       | 1 official car.      |

The following cars received medium repairs:—

- |  |                  |
|--|------------------|
| 1 official.                                    | 1 motor.         |
| 18 colonist.                                   | 56 first class.  |
| 23 sleeping.                                   | 10 postal        |
| 24 baggage.                                    | 29 second class. |
| 8 vans.  | 9 parlour.       |
| 694 freight cars.                              | 2 store cars.    |
| 14 hopper cars had coupler clearance adjusted. |                  |

The following cars received light repairs:—

- |              |                      |
|--------------|----------------------|
| 36 sleeping. | 119 first class.     |
| 25 colonist. | 59 second class.     |
| 34 baggage.  | 11 dining.           |
| 31 postal.   | 1 motor.             |
| 12 vans.     | 2 parlour.           |
| 1 auxiliary. | 13,953 freight cars. |

The following cars were burnt off, painted, lettered and varnished:—

5 sleeping.	13 first class.
2 dining	2 second class.
1 colonist.	1 baggage.

The following cars were cleaned, cut in, and varnished:—

23 sleeping.	3 dining.
8 parlour.	63 first class.
34 second class.	20 colonist.
17 postal	29 baggage.
4 box baggage.	2 auxiliary.

The following rolling stock was painted, lettered, varnished, &c.:—

17 vans.	124 engines and tenders.
9 snow ploughs.	42 refrigerator.
1 well boring car.	9 flangers.
106 box cars.	1 steam shovel.
2 ash cars.	59 flat cars.
18 Hart-Otis steel dump cars.	1 Hart convertible.

1,155 freight cars were relettered and touched up.

A large number of articles were painted and lettered, such as ladders, wheel barrows, gangways, freight trucks, baggage trucks, window sashes, doors, smoke stacks, safes, sign boards, desks, chairs, stools, stepping boxes, tool and outfit boxes, &c., &c.

A large amount of work was done on the new wing of the General Office building, and the old part of the same building was cleaned and renovated.

#### *Cabinet Shop.*

The following articles were made:—

6 card racks.	20 packing cases.
6 outfit boxes.	36 pictures and mirror frames.
4 passenger car doors.	8 vestibule doors and frames.
43 window sashes.	70 car seats, bottoms, backs and rests.
23 candle boxes.	19 meat and bread boards.
61 panels.	141 car step ends.
73 hammer handles.	1 car platform.
28 four tread car steps.	63 large cases, for General Offices vaults.
1 ice chest.	24 sash openers.
5 letter cabinets.	14 large filing cases for General Offices.
12 ladders.	5 pigeon-holed cases, single for General Offices.
5 nest of drawers, small.	44 shelves, for General Offices.
2 nest drawers, large for General Offices.	3 car berths.
4 pigeon-holed cases, double for General Offices.	40 desk sashes.
5 filing boards.	3 tool chests.
5 large partitions for General Offices.	1 large walnut lounge.
7 panel doors.	10 wardrobes, large for General Offices.
12 skirt boards.	6 van desks.
43 stepping boxes.	6 head boards.
6 telephone boxes.	17 large travelling ladders.
1 van door.	14 high benches.
8 window reflectors.	9 wash basin fronts.
3 large bookcases.	
12 hopper tops.	

## SESSIONAL PAPER No. 20

3 stools.	5 tables.
9 sliding doors.	5 window screens.
2 sets of screen doors and jams.	5 large assorting tables.
4 large pulleys.	5 large desks.
2 large foot rests.	5 large bulletin boards .

The following articles were repaired:—

8 office doors.	1 car side door.
7 stools.	3 car racks.
7 cabinets.	6 ticket cases.
28 desks.	71 chairs.
3 desk tops.	16 closet partitions.
2 kitchen lockers.	4 book cases.
2 packing grates.	3 tables.
2 ladders.	1 wringer.
1 office safe rebuilt.	1 large timetable rack.
10 wash basin tops.	

There was also a large amount of work done on the fittings for the two colonist cars rebuilt, for converting three postal and smoking cars into postal and express, and for converting the motor car into combined first class and baggage car, also in equipping sleeping cars with new steam pipes and pillow boxes.

*Freight Car Repair Shop.*

204 new roofs were applied to freight cars.
253 freight cars were fitted with the uncoupling device.
97 new freight car trucks were built.
3 sterlingworth trucks were re-enforced.
45 cars were lined for potatoes.

*Upholstering Shop.*

18 first class cars received heavy repairs, such as renewing the upholstery, blinds, carpets, mattresses, &c.

7 first class cars received medium repairs, as follows:—Seats and backs washed, mattresses air blown, seats, backs and blinds partly renewed and repaired.

52 first class cars received light repairs, as follows:—Seats, backs, mattresses, carpets, wicker chairs air blown, and patching and repairs inside.

192 cab seats and backs were made.
1,014 cab curtains were made.
224 van cushions were made.
72 hose bags were made.
28 mattresses and pillows were made.

A large number of small jobs were also done repairing office chairs, and desks, vestibule curtains, seats and backs, window blinds, &c.

*Woodworking Mill.*

551 brake beams were made.
1,387 buffer blocks were made.
1,522 draft timbers were made.
488 truck sides were made.
461 truck bolsters were made.
704 spring boards were made.
94 pilots were made.
3,304,248 feet of lumber milled.
1,348 stores orders for articles for outside stores and other departments were completed.

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The following is a report of the work done in Locomotive Department at Moncton, during the year.

*Erecting shop—*

- 15 locomotives were partly rebuilt.
- 75 locomotives received general repairs.
- 34 locomotives received heavy repairs.
- 40 locomotives received light repairs.

*Blacksmith shop—*

2,307,053 lbs. iron forgings were made which includes, 1,218,244 lbs. bolts and 246,800 lbs. nuts. 966,398 lbs. steel forgings were made.

*Boiler shop—*

- 29,451 tubes were applied.
- 24,050 tubes were cleaned.
- 28,611 tubes were pieced.
- 56 side sheets were made.
- 28 door sheets were made.
- 28 tube sheets were made.
- 76 fire boxes were patched.
- 11 tender frames were made and 101 repaired.
- 154 locomotive smoke stacks were made and 40 long stacks.
- 24 oil pans were made.
- 67 ash pans were repaired and 31 made.
- 3 tender tanks were made.
- 96 tender tanks were repaired.
- 2,256 wheels were rivetted.
- 9 tender bolsters were made and 96 repaired.
- 85 sterlingworth trucks were repaired.
- 14 tenders were rebuilt.
- 59 front ends were made.
- 175 ash pan slides were made.
- 10,500 copper ferrules were made.
- 1,241 patch bolts were applied.
- 2,303 lbs. rivets were made.
- 96 petiteoats were made.
- 50 smoke box door liners were made.
- 1 snow plow was ironed.
- 15 steel cabs were applied.
- 30 ash buckets were made.
- 40 coal buckets were made.
- 84 boilers were tested.
- 3 water service boilers were repaired and tested.
- 200 scrapers were made
- 1 crane boom was rebuilt.

*Pattern shop—*

The following patterns were made and repaired:

- 183 for cast iron were made, 104 repaired and 15 altered.
- 64 for steel were made, 87 repaired and 23 altered.
- 82 for brass castings were made and 76 repaired.
- 19 for malleable were made and 28 repaired.

## SESSIONAL PAPER No. 20

*Brass foundry—*

The following was the output of this shop:

- 433,357 lbs. brass bearings.
- 63,751 lbs. brass castings.
- 55,701 lbs. antimonial lead.
- 21,192 lbs. babbitt metal.
- 307 lbs. metallic packing.

*Brass turning shop—*

- 280 air gauges, 900 air hammers, and 275 air pumps were repaired.
- 450 lubricators were repaired.
- 550 beading tools were repaired.
- 55 brake cams were made.
- 225 brake cam nuts were made, 475 screws were made.
- 36 bell ringers were made.
- 100 sets of dies were made.
- 400 cylinder cocks were made.
- 12 blow-off cocks were made.
- 94 gauge glass cocks were made.
- 72 try cocks were made.
- 30 tender cocks were made.
- 290 engine brasses were made.
- 100 flag staff casings were made.
- 125 hydraulic jacks and 60 bottle jacks were repaired.
- 200 heater regulators were repaired.
- 500 injectors were repaired.
- 50 injector check valves were made.
- 800 oil cups were made.
- 175 pumps governors were made.
- 200 reamers were made.
- 12 steam chest release valves and 24 nipples were made.
- 600 steam gauges were repaired.
- 200 taps were made.
- 150 tube cutters were made.
- 150 wheel defect gauges were made.

In addition to the above there was a large amount of work done for the cars in the car shops and on orders for outside points, as well as for all the pump governors, heater regulators, air and brake cylinders, engine valves and boiler mountings for all the engines that went through the shops.

*Tin and copper shop—*

- 10,115 W. A. B. Couplings were fitted to new air hose.
- 4,968 couplings were fitted to signal and steam hose.
- 18,074 bushes were lined.
- 1,031 bushes were relined.
- 195 headlights and 250 reflectors were repaired.
- 28 tank delivery pipes were made and 42 repaired.
- 1,073 switch lamps were repaired and painted.
- 142 tail lamps were repaired and painted.
- 108 signal lamps were repaired and painted.
- 22 station lamps were repaired and painted.
- 56 hand lamps were repaired.
- 19 cab lamps were made.

- 464 perforated plates were made.
- 272 oilers were made and 247 repaired.
- 21 oil pumps and 6 oil tanks were repaired.
- 30 valve oil pots were made.
- 700 tin oil cup covers were made.
- 36 water cans were made and 120 repaired.
- 150 steam gauge lamps were made and 90 repaired.
- 26 water gauge lamps were made and 34 repaired.
- 47 shop lamps were made and 200 repaired.
- 101 lamp fronts were made.
- 17 coal boxes were made.
- 156 stove bases were made.
- 4 sinks were made.
- 6 ice boxes were made.
- 61 drip pans were made.
- 50 gauge glass shields were made.
- 4,000 sets valve stem packing and 3,600 sets metallic packing were made.
- 56 corner plates were made.
- 203 economy heaters were repaired.
- 110 pipe oil cups were made.

Repairs, alterations, renewals were made to copper pipes, steam pumps, lubricators, copper joints on steam chests, domes and cylinder covers, driving and truck boxes, and Westinghouse air brake pipes.

Lagging was all removed, repaired and replaced on 161 engines.

118 tenders were equipped with train line pipes for signal air and steam, and all water pipes were overhauled and repaired.

Repairs were made to wash basins, taps, water closets, lamps, brass work, piping, &c., on 201 passenger and baggage cars, 60 parlour, sleeping and dining cars, and 1 official car.

General repairs were given to the piping, sinks, &c., on 3 auxiliary cars, 23 vans, 26 refrigerator cars, 8 shanty cars, 1 bridge car, 2 tool cars, 43 potato cars, 1 milk car, and 1 store car.

Extensive repairs were made to the heating and plumbing system in the General Offices Building at Moncton, and the Yard Office.

Traffic Manager's Cottage, car cleaning building, rest room, Moncton Station; Car Mileage Office, Nelson Station; New Shops and Offices, Springhill Jet. Station; Campbellton Station; Yard Scales, Amherst Station; Roundhouse, Moncton; Assistant Chairman's Cottage, Loggieville Station; Sackville Station; Sussex Station; Chatham Jet. Station; Newcastle Station; Hampton Station; Point Du Chene Roundhouse.

New water service pipes were put in at Canaan, Coal Branch, Mulgrave, Bartibogue and Dorchester Stations and Janitor's Cottage, Moncton.

New heating system was installed in the General Offices Building, also all the pipe fitting and plumbing.

Repairs were made to all the gutters on the new shops and other buildings at the new works.

New closets were installed at Newcastle station.

All the stoves and pipes were repaired and put up in the different stations between St. John and Halifax, Indiantown, Dalhousie and Dartmouth Branches, Loggieville and Fredericton, Moncton and Campbellton.

The steam pipes at the Pintsch Gas Plant were overhauled and repaired, also the heating pipes in the Track Blacksmith shop.

Sand Drier at Amherst was rebuilt and a large amount of work was done on piping for the S.S. *Scotia*.

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The card racks for time clocks were repaired and a number of holders were added.

70 sheets of galvanized ear roofing were repaired for the Car Department and 68 covers were made for copper cans and kettles of dining cars.

Four low down closets were installed in Moncton Station and the old one removed.

The old conductor pipes were removed from the Freight House at Moncton and new pipes put on.

And a large amount of work done in connection with the changing of the piping of the Ice House extension.

*Tender Shop—*

- 104 wooden cabs were repaired.
- 45 cab doors were made and 229 sashes were made.
- 3 tender tanks were lengthened, 55 received general and 60 heavy repairs.
- 222 valves were repaired.
- 200 valve spindles were repaired.
- 211 running boards were made and 106 were repaired.
- 49 front beams and 29 back beams were made.
- 807 side curtains were made.
- 254 cab seats were made.
- 118 headlight bases were made and 48 were repaired.
- 650 hammer handles were made.
- 2,404 sledge handles were made.
- 60 wrench handles were made.
- 115 malletts were made.
- 251 switch lamp and semaphore bottoms were made.
- 99 outfit boxes were repaired.
- 130 tool and shipping boxes were made.
- 36 tender truck frames were made.
- 198 tender trucks were repaired.
- 12 wheel barrows were made and 63 were repaired.
- 59 tender frames were repaired and 7 were made.
- 13 quadrants were made.
- 3 tender frames were lengthened.
- 23 back castings and 10 buffer beams were made.
- 14 front castings and 17 centre castings were made.
- 12 tender steps were made and 40 repaired.
- 60 drop curtains were made.
- 1,420 pump laggings were made.
- 8 hand carts were made.
- 164 covering boards were made.
- 26 ladders were made and 9 repaired.
- 131 tender journal boxes were applied.
- 29 transoms were made.
- 90 tender cab floors were laid.
- 12 valve spindles were made.
- 28 foot boards were made.

*Machine Shop—*

- 195 new driving tires were applied and 772 were turned.
- 206 new engine truck tires were applied and 472 were turned.
- 438 new tender tires were applied and 3,793 car and tender tires turned.
- 19 trailer truck tires were turned and 190 tires were shimmed.

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- 988 new car tires were applied and 976 were turned and fitted.
- 258 driving journals were turned up and 395 hubs were faced.
- 5 crossheads were made and 241 were replaned.
- 182 cylinder heads were made.
- 55 piston rods were made and 96 trued up.
- 17 cylinders and half saddles were made.
- 16 engine truck centres were made.
- 42 guide bars and 123 guide blocks were made.
- 889 driving wedges were made.
- 6 locomotive frames were machined.
- 272 pop valves and 131 whistles were repaired.
- 26 steam chests were made.
- 17 steam chest covers were repaired.
- 24 gas retorts were machined.
- 19 cylinder bushings were bored out and fitted.
- 70 engine truck boxes were made.
- 641 wedges were replaned.
- 11 tender axles, 35 driving axles, and 4 car axles were fitted.
- 5 trailer axles and 11 engine truck axles were fitted.
- 7,483 new and second-hand axles were turned.
- 70 smoke box doors and rings were made.
- 34 crank pins were made.
- 50,300 stay bolts were threaded and 12,500 were made.
- 1,161,750 bolts were threaded including forged and turned bolts.
- 19,490 studs were made.
- 277,360 nuts were tapped and 190,385 faced.
- 182 cylinder heads and 5 crossheads were made and 4 rebored.
- 175 driving boxes were planed and fitted.
- 8 engine truck housings were made.
- 43 housings were made for passenger cars.
- 51 eccentric pulleys were made.
- 41 dome covers were machined.
- 14,966 chilled wheels were bored and pressed on axles.
- 16,778 chilled wheels were pressed off axles.
- 545 steel tired wheels were bored and pressed on axles.
- 2 engine trucks extended.
- 1 engine truck bolster made.
- 154 driving brasses slotted.
- 4 driving wheels centres were made.
- 56 grease boxes were made.
- 27 retaining rings were made.
- 39 fulerum bushings were made and fitted.
- 1,144 tender tires were turned.
- 6 side rods were milled, planed and slotted.
- 95 eccentric straps were made.
- 5 engine truck frames were made.
- 2 spectacle plates were made.
- 24 equalizing rods were made.
- 5 cylinders were bushed.
- 72 equalizing bushes were made.
- 13 knowels pumps were repaired.
- 4 cheek plates were made and fitted to hubs.
- 120 driving brasses were planed.
- 22 eccentrics were made complete.



## SESSIONAL PAPER No. 20

Air compressors at the roundhouse Moncton and the Pintsch gas plant received general repairs.

Coaling crane at St. John received general repairs.

Ash handling plant for Halifax was made.

Pintsch gas engine at Moncton was repaired.

Two air compressors were rebuilt.

2 coaling cranes received general repairs.

2 coal handling plants were made, 1 for St. John and 1 for Halifax.

*Motion shop—*

- 4 links were made.
- 204 link-pins, blocks and bushes repaired.
- 25 link hangers were made and 91 repaired.
- 45 link blocks were made.
- 134 eccentric rods were made and 350 repaired and pins fitted.
- 130 equalizing bars were repaired.
- 78 reversing shafts were turned up and pins and bushes fitted.
- 41 reversing shaft boxes were made.
- 163 reversing shaft boxes were repaired.
- 110 reversing liners were overhauled and pins and bushes fitted.
- 100 reversing reach rods were repaired and pins fitted.
- 22 new valves were made.
- 186 valves faced and yokes fitted.
- 131 valve rod keys were made.
- 90 valve stems were fitted to yokes.
- 55 valve heads were faced.
- 52 valve division rings were made.
- 404 valve packings machined and fitted.
- 57 valve guide boxes were bushed.
- 90 throttle rods were repaired and 39 ends fitted.
- 86 throttle glands were bushed.
- 97 throttle levers were fitted with quadrants, springs and pins.
- 220 big end brasses were machined and fitted.
- 41 old big end brasses were machined and fitted.
- 199 small end brasses were machined and fitted.
- 184 main rod liners were made and fitted.
- 221 big end keys were made.
- 621 side rod bolts and 640 nuts were made.
- 627 side rod brasses were made and fitted.
- 552 knuckle joint pins and bushes were made.
- 190 crossheads were trued up and keys fitted.
- 139 crosshead pins were made.
- 50 piston rods machined and keys fitted.
- 42 rocker boxes were made and 194 lined.
- 194 rocker box bushes were fitted.
- 317 hub plates were applied.
- 293 driving box brasses were made and applied.
- 298 driving box brasses were relined and applied.
- 91 driving boxes were made.
- 460 driving boxes were bored and fitted to axles.
- 242 spring guards were machined and applied.
- 203 eccentric straps were made and 133 rebored and fitted.
- 62 eccentric pulleys were made and 177 bored and refitted.
- 5 rocker arms were made and 50 turned.

- 30 elvin grease spring plates were applied.
- 35 valve bushes were fitted to steam chests.
- 8 new ends were applied to valve rods.
- 128 eccentric keys were made.
- 10 passover valves were made.
- 80 knuckle pin nuts were made.
- 54 crank pin caps and nuts were made.
- 130 crank pin washers were faced.
- 144 eccentric feathers were machined.
- 18 eccentric rod jaws were made.
- 5 reach rod jaws were made.
- 30 valve yoke stems were trued up.
- 92 reversing lever springs were made.
- Blacksmith shop transferred from Maintenance Department in December.
- 168 split switch points with caps and bolts were made.
- 59 spring frogs were made.
- 90 rigid frogs were made.
- 5 hand cars were made and 24 repaired.
- 56 double head rods were made.
- 76 slide plates were made.
- 239 rail cutters were repaired.
- 6 rail tongs made.
- 33 switch stands were made and 3 repaired.
- 20 head chairs were made.
- 14 iron knees were made.
- 520 lbs. screw bolts were made and applied.
- 74 rails cut and delivered.
- 83 hinges were made.
- 50 fastenings were made.
- 856 guard rail bolts were made.
- 75 guard rails castings were machined.
- 32 hooks and links were made.
- 80 claw bars were made.
- 63 spiking hammers were repaired.
- 57 picks were made and 142 repaired.
- 10 drills were made and 54 repaired.
- 38 ratchets were repaired.
- 1 pump was repaired.
- 14 chisels were made and 32 repaired.
- 4 adze were repaired and 3 made.
- 7 axes were repaired.
- 1 sledge was made.
- 39 wrenches were made.
- 8 semaphore wenches were made.
- 98 rail braces were machined.
- 37 sets of switch gear were made.
- 2 diamond crossings were made.
- 158 pairs bar fish plates were made.
- 19 steel stone points were made.
- 126 guard rails were made.
- 14 jacks were repaired.
- 1 stumping machine was made.
- 370 connecting rods were made.
- 4 iron transfer houses were made.
- 37 anchors for concrete work were made.

## SESSIONAL PAPER No. 20

Rotary plow No. 2 received general repairs.

Ten machines, including steam shovels, ditcher, pile drive, rail sawing machine, cranes, etc., received a general repair.

*The following special work was also done:—*

Tube cleaner in the boiler shop was repaired with new wheels which were made in the shop here.

Hydrauligraphs were installed on the wheel presses.

Hot water tank was built for machine shop and set up.

Rotary scrubber in the gas plant was equipped with two new shafts and received a general repair.

All the machinery in this plant was thoroughly overhauled and put in shape.

Concrete base installed in the blacksmith shop for steam hammer, and hammer installed.

A crane was installed complete in the brass shop with foundation.

All the tubes in the boilers at the power house were examined, the boilers were also examined and the tubes were renewed.

A lot of work was done on the elevator at the general offices.

Two new pistons were applied to the gas engines in the power house.

A pipe line was installed in the freight car shop.

Changes were made in the valve gear and alterations were made in the gas engines in connection with the using of the natural gas.

A track bolt furnace was installed in the blacksmith shop with foundation complete.

Some changes were made to the boilers in boiler room to fit them for the use of natural gas, also the furnaces in the blacksmith shop and in the track blacksmith shop.

All the sewers in the blacksmith shop were lifted and pipes renewed.

The heating system in the basement of the stores building was overhauled.

All the travelling overhead cranes in the shop were given a general repair and all parts renewed where necessary.

*The following special work was also done:—*

## MONCTON.

1,402 freight cars had the F-36 triple valve removed and were equipped with the new style, K 1 triple.

Of the 384 fire extinguishers bought last year, 100 were put in place in passenger cars while the cars were in the shops for repairs.

Of the 135 emergency tool boxes made last year, 52 were placed in passenger cars, while the cars were in the shops for repairs, in addition to the 58 placed in cars last year.

A 11-in. Westinghouse air brake pump, an air receiver and 1,500 feet of piping with 33-in. hose connections were installed in the car cleaning yard at Moncton for blowing dirt out of cars and testing air brakes on cars.

Safety appliances, as called for by the Railway Commission, were fitted to 150 passenger cars, and 654 to freight cars.

A turbine vacuum plant driven by a 10 h.p. electric motor, and 1,500 feet of piping with 33-in. hose connections, were installed in Moncton car cleaning yard for cleaning car cushions and carpets without removal from cars.

## CAMPBELLTON.

A cross-compound steam two stage air compressor was purchased and installed at Campbellton engine house.

## ST. JOHN.

A turbine vacuum plant driven by a 10 h.p. electric motor, and 1,000 feet of piping with 25 in. hose connections, were installed in car cleaning yard for cleaning car cushions and carpets without removal from cars.

## POINT TUPPER.

A 150 h.p. horizontal return tubular boiler, a second hand duplex air compressor, after receiving a general repair in Moncton shops, and air reservoir, a closed feed water heater, a feed pump and receiver, a water pump, and about 11,000 feet of various sizes of pipe up to 5-in. including steam, air, water and heating pipes, were installed in the new roundhouse at Point Tupper.

## SS. 'SCOTIA.'

A 28-in. x 52-in. extension gap lathe, and a 24-in. vertical drilling machine, were purchased and installed on SS. *Scotia*.

Turntable tractors were purchased and installed on the turntables at Sydney, Point Tupper, Mulgrave, Stellarton, Truro, Halifax, St. John and Ste. Flavie.

## ELECTRICAL DEPARTMENT.

Installed 46 signal bells at highway crossings on Intercolonial railway in Quebec, New Brunswick and Nova Scotia.

Wired new station at Ste. Flavie for electric lighting, also installed semaphore wires.

Installation of electric light system in new station at Truro partially completed. When old building was being moved had to change wires in order to keep building lighted.

Wired (in conduit and moulding) old portion of general offices at Moncton for electric lighting, also rewired for call bells. Wired for lights in addition to general offices building and installed call bells.

Installed electric light fixtures in new station at Mulgrave.

Installed lighting, semaphore and telephone wires at Point Tupper (replacing wires destroyed by fire).

Wired new station at Chatham for electric lights.

Change poles, wires, &c., at Richmond due to change in tracks.

Installed two crossing signal bells at highway crossing at Charlottetown.

New telegraph lines from Harmony to Elmira.

New freight shed at Truro wired for electric lights.

Installed electric lights at scale box at Campbellton.

Wired vacuum plant at St. John for motor drive and electric light.

Wired vacuum plant at Moncton for motor drive and electric light.

Wired new engine house at Point Tupper for electric light.

Operated Pintsch gas plant for lighting cars.

Operated steam plant for heating cars on storage siding.

Railway telephones, electric semaphores, batteries, &c., at stations on the Intercolonial railway kept in working condition.

Operated electric light plants at St. John, Halifax, Stellarton and Campbellton, for supplying current for power and for lighting of railway premises.

Operated electric plant Rivière du Loup for power.

Electric light and bell equipment on cars, maintained in good working order.

Alarm bells at highway crossings, maintained in good order.

Electric light equipment in stations, freight sheds, offices, shops, engine houses, &c., kept in repair and necessary lamps installed to keep up the service.

Wired new six stall engine house at Stellarton for electric lights.

## SESSIONAL PAPER No. 20

Wired old station at Stewiacke for electric lights.

Wired coaling plants at St. John for electric lights.

94 headlight armatures rewired and commutators turned down.

65 headlight lamps, all old parts, renewed, dipped, painted and tested.

24 engine cabs, repiped, rewired, hand rail wired and connected up.

14 D.C. armatures rewired with new coils and commutators turned down.

26 A.C. armatures rewired with new coils and repaired.

8 magnet brake coils for cranes, rewound and repaired.

26 solenoid coils for headlight lamps rewound.

24 top and bottom field coils rewound and covers renewed.

1,200 extension cords and guards repaired for all departments.

400 new extension cords and guards were made.

8 new Benjamin clusters wired and placed outside car repair shop.

8 posts put in for same and line of wire and cross-arms put up, also twelve cross-arms put up inside car repair shop and wire and switches put up for same.

1 Benjamin cluster rewired and installed with pole line and switch, between car repair shop and blacksmith shop.

2 lights installed in lumber yard office, which was wired and piped for above lights and fitted with drop cords and lamps. An outside line was run from the planing mill for this service.

4 lights installed for old engines north of the paint shop, which are used for heating.

3 lights installed in closet of paint shop after fire, which was wired and piped for same.

12 desk lights installed in draughting office, piped and wired for same.

16 desk lamps buffed, wired and parts renewed, for the mechanical offices.

4 lights placed in a cluster were installed in timekeeper's office, which was rewired.

Piped and changed wiring in gas house for twelve lights.

32 lights, piped and put wire and condulets for extension cord under bench in the erecting shop.

Rewired and moved motor in cabinet shop to brass room for drill.

Wired for motor and starter, also piped, on miller, in machine shop.

Wired and piped for motor and starter in machine shop, on axle key cutting machine.

Wired and piped for motor and starter in blacksmith shop on track bolt machine.

Wired and piped, also installed new motor on large shears in blacksmith shop.

Ran D.C. line with cross arms in boiler shop for electric drills. Piped walls and put connecting boxes on same.

Piped wall and wired for extension lamps and connecting boxes in boiler and tender shops.

Piped and wired for valve setting motor for each pit.

Put switches and guard boxes on each line in erecting shop and ran line for same.

Wired motor and put two through switches and extension leads on same for valve setting machine, machine shop.

Piped for motor and starter, and wired for asbestos grinding machine, erecting shop.

Piped and wired for motor and starter in car repair shop after office fire, placed new starter and frame for same.

Repaired and placed two copper-hewitt lamps in brass moulding shop.

Wired and placed 19 lights on lathes in machine shop, with extension and drop cords.

Repaired and replugged all pipe in mechanical offices and switches.

Repaired and renewed all lamps in mechanical offices.

Repaired and replugged all pipe in general store and basement.

4 GEORGE V., A. 1914

Repaired all drop cords and renewed all lamps, also repiped office in car repair shop, also two arc lamps installed.

Repaired all drop cords and renewed all lamps in paint and upholstering shops.

Repaired all drop cords and renewed all lamps in cabinet shop.

Repaired and renewed all leads and parts of copper-hewitt lamps in erecting, blacksmith, machine, brass and bolt shops (95 lamps).

Renewed thirty-six tilters for copper-hewitt lamps.

Renewed fifty-four tubes for copper-hewitt lamps.

1,000 lamps, Tungsten and carbon, renewed in all the shops.

250 locking guards renewed in shops.

150 Tungsten lamps renewed in mechanical offices.

2 Lights installed, wired and line run for gas meter house fitted same with drop and extension cords.

General repairs made to all motors with bushings and brushes for cranes in shops (-six cranes).

General repairs to controllers, new finger points and new castings for different cranes in shops.

Renewed trolley shoes several times on cranes in shops.

Replaced eight trolley wires on different cranes.

Renewed eight brake wires several times on the four cranes in erecting shops.

Six steel cables renewed on different cranes.

Repaired and spliced twelve cables on different cranes.

Inspected steel cables once a week, on every crane in shops.

Repiped, wired, new casting and new resistance on electric hoist in machine shop.

Rewired and repaired several times the electric hoist in boiler shop.

On outside lighting, straightened poles, put new guy wires and painted goose-necks and hoods.

Piped and wired for one light between erecting and boiler shops.

Placed line of 3-inch pipe and of duck and cable between car repair shop and planing mill. Also 2-inch pipe line and wire for same.

Ran 3-inch pipe line and cable temporarily, between car repair shop and planing mill for power.

Renewed and repaired bells, batteries and wires in mechanical offices.

Renewed battery for signal gong between erecting shop and power house.

Renewed batteries between gas house and power house.

General repairs made on the transfer table, new brushes, controller, points, trolley wheels renewed and painted.

The blue print machine in the draughting office was cleaned and given general repairs.

Renewed brushes and bushings on several D. C. motors and had commutators turned down.

Renewed fingers, casting, and points on several D.C. starters.

Repaired several resistance boxes.

Renewed bushings and housings, switches and fingers on A. C. motor starters in machine shop.

Repaired all motors and starters in car repair shop, with new bushings and fingers, also rewired in several cases.

Repairs made to ignition set on armatures in power house.

Lights renewed and wires repaired in boiler room.

#### WATER SERVICE.

This service has been maintained in efficient condition during the year over the whole line.

## SESSIONAL PAPER No. 20

## RIVIERE DU LOUP SHOPS.

The following regular work was done during the year:—

- 23 Locomotives received general, 1 heavy, 18 light, and 55 specific repairs.
  - 613 new tubes were applied and 6,454 pieced.
  - 22 fire boxes were patched.
  - 87 boilers were tested.
  - 89 driving tires were turned off.
  - 63 engine truck tires were turned off.
  - 131 tender truck tires were turned off.
  - 21 pilots were made.
  - 20,318 bolts were forged.
  - 33,743 bolts were screwed.
  - 3,471 studs were screwed.
  - 57 engines and tenders were painted.
  - 44,503 lbs. brass casting were finished.
  - 2,701 sets metallic piston rod and 3,331 sets valve stem packing were made.
  - 37,543 lbs. iron forgings were made.
  - 439 driving springs were repaired.
  - 125 engine truck springs were repaired.
  - 75 tender truck springs were repaired.
  - 8 driving springs were made.
  - 18 tender truck springs were made.
- A large number of cars received light repairs during the year, and a number of jobs were done for other departments of the railway.

## HALIFAX SHOPS.

The following regular work was done during the year:—

- 5 locomotives received medium repairs.
  - 163 locomotives received specific repairs.
  - 23 boilers were tested.
  - 5 sets driving tires were turned off.
  - 5 sets engine truck tires were turned off.
  - 1,350 bolts were forged.
  - 12,235 bolts were screwed.
  - 1,115 studs were screwed.
  - 5 engines and tenders were painted.
  - 203 sets metallic piston rod packing were made.
  - 189 sets valve stem packing were made.
- A large number of freight cars received light repairs and a number of jobs were done for outside departments of the railway.

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## "A"—INTERCOLONIAL

STATEMENT showing the number of Locomotives and the different classes

	Locomotives.	Sleeping cars.	Parlour cars.	Dining cars.	Colonist cars.	First class passenger cars.	Second class passenger cars.	Postal cars.	Baggage cars.	Box baggage cars.	Air brake instruction cars.	Steam motor cars.	Box cars.
On hand serviceable and repairing March 31, 1912.	392	41	9	12	53	139	89	34	69	6	1	2	7063
To be replaced on March 31, 1912.						1	16						92
Total equipment, March 31, 1912.	392	41	9	12	53	140	99	34	69	6	1	2	7095
Purchased during the year on capital account.		2		1		2							173
Purchased during the year on renewals account.	14	2		1		5		2					486
Built in the shops at Moncton on renewals account.					1								
Converted in the shops at Moncton from steam motor to 1st class and baggage.						1					1		
Purchased during the year on renewals account to replace 16-15 ton hoppers, 7-6 ton hoppers, 66-20 ton coal and 12-15 ton gondolas condemned. The 80-50 ton Hart-Otis cars having a capacity exceeding the 101 small cars by 1,418 tons.													
Deduct 25 hoppers, 16-15 ton and 7-6 ton, 66-20 ton coal and 12-15 ton gondolas replaced by the 80 Hart-Otis cars.													
Purchased during the year on renewals account to replace 25 old small type locomotives condemned.	9												
Deduct 25 old small type locomotives replaced by 9, 4 switching and 5 consolidation. The 9 having a tractive power of 343,680 lbs. against 310,818 of the 25.	25												
Transferred from Maintenance of Way Department.													
Total equipment, March 31, 1913.	390	45	9	14	54	148	99	36	69	6	1	1	7748
To be replaced at March 31, 1912, as above.						1	10						92
Condemned and destroyed during the year.	25				1			1	1				90
Total condemned and destroyed March 31, 1913.	25				1	1	11	1					182
Deduct 25 locomotives and 101 small cars as shown above.	25												
Purchased on renewals account to replace.													182
Re-built in Moncton shops on renewals account to replace.					1								
To be replaced March 31, 1913.						1	11		1				
Add serviceable and repairing.	390	45	9	14	54	147	88	36	68	6	1	1	7748
Total equipment March 31, 1913.	390	45	9	14	54	148	99	36	69	6	1	1	7748



SESSIONAL PAPER No. 20

RAILWAY OF CANADA.

of other Rolling Stock on the line on March 31, 1912, and March 31, 1913.

Refrigerator cars.	Platform cars.	Pulpwood cars.	Oil tank cars.	Hopper cars.	Gondola cars.	Coal cars (20 tons).	Hart-Otis steel dump cars.	Stock cars.	Hart convertible dump cars.	Auxiliary cars.	Vans.	Stores supply cars.	Pintsch gas cars.	Total cars.	Common snow ploughs.	Wing ploughs.	Rotary steam ploughs.	Double track ploughs.	Double end ploughs.	Flangers.	Total ploughs and flangers.	Steam cranes.	Ballast plough cars.	Well boring cars.	Ditchers.	Steam derricks.	Steam shovels.	Portable rail sawing and boring machines.	Pile drivers.			
144	2949	50	54	654	5	415	176	146	199	23	111	1	1	12386	50	22	2	2	140	117	15	2	1	1	1	1	1	1	1			
...	108	2	1	9	12	27	...	2	1	...	8	...	...	273	1	...	...	...	1	2	...	2	1	...	...	...	...	...	...			
144	3057	52	53	663	17	442	176	148	200	23	119	1	1	12659	51	22	2	2	141	119	15	2	1	...	...	...	...	...	...			
...	50	...	...	...	...	...	20	10	...	...	...	...	...	258	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
35	...	...	...	...	...	...	...	5	...	...	...	...	...	530	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	80	...	...	...	...	...	...	80	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	23	12	66	...	...	...	...	...	...	...	101	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	1	1	3	1	1	1		
179	3197	52	56	640	5	376	276	163	200	23	119	1	1	13427	51	22	2	2	141	119	18	2	1	1	1	3	1	1	1	1		
...	108	2	1	9	12	27	...	2	1	...	8	...	...	273	1	...	...	...	...	1	2	...	2	1	1	1	3	1	1	1	1	
...	99	1	...	14	...	39	...	3	...	...	1	...	...	250	1	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	
...	207	3	1	23	12	66	...	5	1	...	9	...	...	523	2	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	23	12	66	...	...	...	...	...	...	...	101	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	
...	100	1	...	...	...	...	...	5	...	...	...	...	...	238	1	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	
...	3	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	104	3	...	...	...	...	...	...	1	...	9	...	...	130	1	...	...	...	...	1	2	...	2	1	1	1	3	1	1	1	1	
179	3003	49	55	640	5	376	276	163	199	23	110	1	1	13297	50	22	2	2	140	117	18	2	1	1	1	3	1	1	1	1		
179	3107	52	55	640	5	376	276	163	200	23	119	1	1	13427	51	22	2	2	141	119	18	2	1	1	1	3	1	1	1	1	1	

“ B ”

INTERCOLONIAL RAILWAY OF CANADA.

STATEMENT of Mileage and Coal, Oil, Grease and Waste consumed by Locomotives for the year ended March 31, 1913.

Months	Consumption.						Average Consumption per 100 miles.				
	Locomotive Mileage.	Tons of Coal	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Wool waste.	Pounds of Grease.	Pounds of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Wool waste.	Pounds of Grease.
1912.											
April . . . . .	845,257	56,144	12,222	25,357	918	3,468	13,288	1.44	3.00	.11	.41
May . . . . .	830,762	46,701	12,246	25,456	967	3,470	12,592	1.47	3.06	.12	.41
June . . . . .	819,211	45,122	12,041	24,785	839	3,161	12,338	1.47	3.03	.10	.39
July . . . . .	846,592	45,362	12,266	24,701	853	3,643	12,000	1.45	2.92	.10	.43
August . . . . .	848,900	47,744	12,412	24,632	750	2,852	12,598	1.46	2.90	.09	.34
September . . . . .	813,467	46,078	11,711	22,723	712	3,807	12,688	1.44	2.79	.09	.47
October . . . . .	848,194	49,351	12,177	23,314	629	3,917	13,033	1.44	2.75	.07	.46
November . . . . .	855,140	52,460	13,630	24,828	554	4,501	13,730	1.59	2.90	.06	.53
December . . . . .	910,094	60,047	13,510	26,652	783	4,298	14,779	1.48	2.93	.09	.47
1913.											
January . . . . .	932,889	62,743	14,015	26,873	674	3,811	15,065	1.50	2.88	.07	.39
February . . . . .	811,938	58,058	12,665	24,355	827	4,084	16,017	1.56	3.00	.10	.50
March . . . . .	916,925	65,567	14,864	28,646	775	4,751	16,018	1.60	3.12	.08	.52
Total . . . . .	10,279,369	629,377	153,759	301,322	9,271	45,563	13,715	1.50	2.92	.09	.44

## WINDSOR BRANCH RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE,  
 MONCTON, N.B., 19th May, 1913.

To Canadian Government Railways Managing Board,  
 Moncton, N.B.

GENTLEMEN,—I beg leave to submit the following annual report for the Maintenance of the Windsor Branch Railway for the period from April 1st, to October 31st, 1912.

## TRACK.

During this period 91,9669 feet of 56-lb. and 58-lb. rails were taken out of track and the same quantity of 67-lb. relayed.

## TIES.

During this period 17,060 ordinary ties and 7 sets of switch ties were renewed.

## BALLAST.

During this period 980 cu. yds. of ballasting was done.

## SWITCHES AND SEMAPHORES.

14 new switches were installed during this period.  
 Necessary repairs were made to all switches and semaphores along the line.

## FENCES.

During this period 700 rods of woven wire fence was erected along the line.  
 Necessary repairs were made to all existing fences along the line.

## WHARFS AND TRESTLES.

Necessary repairs were made to all wharfs and trestles on line.

## BRIDGES AND CULVERTS.

During this period the following bridges and culverts were repaired on the branch.

<i>Location.</i>	<i>Bridge or Culvert.</i>
Wilkins Siding,	Bridge.
Daly's,	Bridge.
Sharpe,	Bridge.
Stillwater,	Bridge.
Newport,	Reservoir bridge,
Stillwater,	Culvert.
Glassey's,	Culvert.
Ste. Croix,	Bridge.
Pences Lake,	Culvert.

## BUILDINGS AND PLATFORMS.

During this period the following buildings and platforms were repaired on line:—

<i>Location.</i>	<i>Building or Platform.</i>
Beaver Bank,	Platform,
Dartmouth,	Engine house,
Ellerhouse,	Platform,
Hartville,	Station,
“	Platform,
Mt. Uniacke,	Station,
“ “	Coal house,
Newport,	Freight shed,
“	Platform,
Stillwater,	Platform,
Windsor Jct.,	Platform,
Windsor,	Engine house,
“	Tool house,
“	Hay shed,
“	Platform,

During this period Waverly station and freight shed exteriors were painted and the floors of Mt. Uniacke station painted.

Necessary repairs were made to hand-cars, trollies; and the track on the Windsor branch, with bridges and structures, have been kept in good repair during the year.

Yours truly,

T. C. BURPEE,  
*Engineer of Maintenance.*

INTERCOLONIAL RAILWAY AND  
WINDSOR BRANCH.

STATEMENTS OF COMPTROLLER AND TREASURER

No. 1.—INTERCOLONIAL RAILWAY.  
CAPITAL ACCOUNT.—Year ended March 31, 1913.

1912.	Dr.	\$ cts.	1912.	Cr.	\$ cts.
March 31.	To cost of Intercolonial Railway to date.		March 31	By Dominion of Canada.	94,745,819 64
	Strengthening bridges.....	50,299 94			
	Increase accommodation at Halifax.....	123,245 43			
	Locomotive and car shops with equipment and new freight yard and cut off line at Moncton	18,764 99			
	Sydney Mines diversion.....	128,197 32			
	Division of line at Chatham and branch to wharf.....	114,927 21			
	Increase accommodation at Campbellton.....	126,290 77			
	Additions to and furnishings for office build- ings at Moncton.....	36,424 80			
	Increase accommodation at Truro.....	146,721 48			
	General protection of highways.....	8,588 58			
	Increase accommodation at Stellarton.....	9,000 00			
	Increase accommodation and facilities along the line.....	68,700 03			
	Increase accommodation at Fredericton.....	15,582 40			
	Improvements at Milgrave.....	7,724 74			
	Rolling stock.....	400,000 00			
	Spur line to Wallace Harbour.....	967 82			
	Improvements at Point Tupper.....	93,000 00			
	Improvements at Sussex.....	95 65			
	Improvements at Hampton.....	4,028 03			
	Increase accommodation at Ste. Flavie.....	26,386 81			
	Improve triple valves of air brakes.....	7,149 93			
	New machinery of steamer <i>Sybil</i> .....	1,104 00			
	Surveys and inspection.....	32,997 23			
	Increase accommodation at St. John.....	34,774 71			
	Safety appliances for equipment.....	7,984 27			
	Docks and Wharfs at Halifax.....	351,385 06			
	Pay the Halifax and Eastern Railway Company for plans, surveys, field notes, etc., taken by the Government.....	\$5,000 00			
	Increase accommodation at Riviere du Loup.....	5,713 16			
	Additional facilities at Princess Pier.....	122 20			
	Towards the construction of a railway from a point on the Intercolonial Railway at or near Dartmouth in the County of Halifax via Musquodoboit Harbour and the Valley of the Musquodoboit to Dean's Settlement in the said County.....	539,791 24			
	Original construction.....	206 10			

SESSIONAL PAPER No. 20

Improvements at Loggreville (Exchequer Court Award).....	2,585 88			
Pay claim of E. A. Wallberg for work done on the Intercolonial Railway under Government contracts, \$45,219.50, with interest at 5 per cent. from February 1, 1913, to March 31, 1913, \$359.28.....	45,578 78			
Pay the Estate of the late Hon. W. F. Pipes, \$365.20, with interest at 5 per cent. from October 6, 1905, to March 31, 1913, \$114.18, being for land taken for right-of-way to wharf at Fort Lawrence.....	419 38	2,483,707 53		
Less to Previous Years Expenditure—Proceeds of sale of dwelling house and shed, Moncton, and transfer of bridge, Moncton, to improvements at Mulgrave.....	1,720 00		1913.	
Amount received for concessions (Ballast wharf property, St. John) granted per terms of Order-in-Council of October 22, 1912.....	100,000 00	101,720 00	March 31. By Dominion of Canada.....	2,391,987 53
		97,137,807 17		97,137,807 17

E. & O. E.

Moncton, N.B.

S. L. SHANNON,

*Comptroller and Treasurer.*

## No. 2.—INTERCOLONIAL RAILWAY.

Revenue Account.

Year ended March 31st, 1913.

Working expenses.	\$ cts.	\$ cts.	\$ cts.	Earnings.	\$ cts.
Maintenance of Way and Structures.....		2,058,458 08		Passenger earnings	3,438,447 32
Maintenance of Equipment	2,263,809 06			Freight earnings..	8,028,760 13
Add surplus for year transferred to Renewal of Equipment and debited to this account.....	777,863 74	3,041,672 80		Mail and Express earnings.....	470,866 13
				Miscellaneous Earnings. ....	46,409 11
Traffic expenses.....		230,481 05			
Transportation expenses....		6,378,894 67			
General expenses.....		270,476 09	11,979,982 69		
Balance.....	782,363 74				
Less surplus transferred to Renewal of Equipment Account.....	777,863 74		4,509 09		
			11,984,482 69		11,984,482 69

E. & O. E.,  
MONCTON, N.B.

S. L. SHANNON,  
*Comptroller and Treasurer.*

## No. 3.—INTERCOLONIAL RAILWAY.

Maintenance of Way and Structures.

Year ended March 31, 1913.

	cts.
No. 1. Superintendence.....	72,740 88
" 2. Ballast.....	66,198 85
" 3. Ties.....	243,239 11
" 4. Rails.....	180,056 97
" 5. Other Track Material.....	111,919 32
" 6. Roadway and Track.....	738,407 32
" 7. Removal of Snow, Sand and Ice.....	95,873 97
" 9. Bridges, Trestles and Culverts.....	79,798 20
" 10. Over and Under Grade Crossings.....	1,767 68
" 11. Grade Crossings, Fences, Cattle Guards and Signs.....	59,427 24
" 12. Snow and Sand Fences, and Snow Sheds.....	7,612 14
" 13. Signals and Interlocking Plants.....	7,663 03
" 14. Telegraph and Telephone Lines.....	1,159 31
" 16. Buildings, Fixtures and Grounds.....	327,751 20
" 17. Docks and Wharfs.....	14,108 55
" 18. Roadway Tools and Supplies.....	22,155 22
" 22. Injuries to persons.....	585 96
" 23. Stationery and Printing.....	6,139 58
" 25. Other Expenses.....	841 33
" 26. Maintaining Joint Tracks, Yards and other Facilities—Dr.....	29,227 36
	Cr.
" 27. Maintaining Joint Tracks, Yards and other Facilities—Cr.....	2,066,664 22
	8,206 14
	2,058,458 08

E. & O. E.,  
MONCTON, N.B.

S. L. SHANNON,  
*Comptroller and Treasurer.*



SESSIONAL PAPER No. 20

No. 4.—INTERCOLONIAL RAILWAY.

Maintenance of Equipment.

Year ended March 31, 1913.

	\$	cts.
No. 28. Superintendence.....	60,892	92
" 29. Steam Locomotives—Repairs.....	788,952	68
" 30. " " —Renewals.....	479,050	54
" 35. Passenger Train Cars—Repairs.....	296,939	26
" 36. " " " —Renewals.....	239,525	21
" 38. Freight Train Cars—Repairs.....	655,273	20
" 39. " " " —Renewals.....	359,287	99
" 44. Floating Equipment—Repairs.....	18,079	01
" 45. " " —Renewals.....		5 00
" 47. Shop Machinery and Tools.....	49,404	76
" 49. Injuries to Persons.....	1,187	09
" 50. Stationery and Printing.....	10,826	43
" 51. Maintaining Joint Equipment at Terminals. Dr.....	6,478	14
" 52. Other Expenses.....	38,542	86
" 53. Work Equipment—Repairs.....	35,957	71
" 54. " " —Renewals.....	1,270	00
	3,041,672	80

E. & O. E.,  
MONCTON, N.B.

S. L. SHANNON,  
*Comptroller and Treasurer.*

No. 5.—INTERCOLONIAL RAILWAY.

Traffic Expenses.

Year ended March 31, 1913.

	\$	cts.
No. 57. Superintendence.....	\$ 66,430	69
" 58. Outside Agencies.....	85,491	16
" 59. Advertising.....	39,786	66
" 60. Stationery and Printing.....	35,036	43
" 61. Traffic Associations.....	2,843	86
" 65. Other Expenses.....	895	25
	\$ 230,481	05

E. & O. E.,  
MONCTON, N.B.

S. L. SHANNON,  
*Comptroller and Treasurer.*

4 GEORGE V., A. 1914

## No. 6.—INTERCOLONIAL RAILWAY.

Transportation Expenses.

Year ended 31st March, 1913.

	\$	cts.
No. 66. Superintendence.....	88,448	15
" 67. Despatching trains.....	172,837	82
" 68. Station employees.....	775,314	27
" 69. Weighing and car service associations.....	1,708	19
" 72. Station supplies and expenses.....	107,708	70
" 73. Yardmasters and their clerks.....	44,960	55
" 74. Yard conductors and brakemen.....	191,297	43
" 75. Yard switch and signal tenders.....	15,166	12
" 76. Yard supplies and expenses.....	21,438	00
" 77. Yard enginemen.....	145,710	24
" 78. Enginehouse expenses—yard.....	39,313	93
" 79. Fuel for yard locomotives.....	225,947	51
" 80. Water for yard locomotives.....	13,080	60
" 81. Lubricants for yard locomotives.....	3,360	47
" 82. Other supplies for yard locomotives.....	2,345	45
" 83. Operating joint yards and terminals. Dr.....	123,193	93
" 86. Road enginemen.....	641,478	84
" 87. Enginehouse expenses—road.....	281,490	62
" 88. Fuel for road locomotives.....	1,994,892	16
" 89. Water for road locomotives.....	67,126	04
" 90. Lubricants for road locomotives.....	29,898	99
" 91. Other supplies for road locomotives.....	17,771	75
" 94. Road trainmen.....	875,657	13
" 95. Train supplies and expenses.....	215,078	56
" 96. Interlocking, block and other signals—operation.....	9,709	31
" 97. Crossing flagmen and gatemen.....	15,798	15
" 98. Drawbridge operation.....	3,432	13
" 99. Clearing wrecks.....	28,454	27
" 100. Telegraph and telephone—operation.....	13,476	37
" 101. Operating floating equipment.....	50,787	12
" 103. Stationery and printing.....	63,687	74
" 105. Other expenses.....	40,807	31
" 106. Loss and damage—freight.....	56,927	84
" 107. Loss and damage—baggage.....	606	66
" 108. Damage to property.....	13,637	10
" 109. Damage to stock on right of way.....	5,518	63
" 110. Injuries to persons.....	27,882	84
" 111. Operating joint tracks—Dr.....	12,437	06
Cr.	\$ 6,438,297	89
" 84. Operating joint yards and terminals—Cr.....	59,403	22
	\$ 6,378,894	67

E. & O. E.,  
MONCTON, N.B.S. L. SHANNON,  
*Comptroller and Treasurer.*

## No. 7.—INTERCOLONIAL RAILWAY.

General Expenses.

Year ended March 31, 1913.

	\$	cts.
No. 118. Salaries and Expenses of General Officers.....	27,401	38
" 114. Salaries and Expenses of Clerks and Attendants.....	106,711	50
" 115. General Office Supplies and Expenses.....	5,484	52
" 116. Law Expenses.....	17,098	00
" 118. Relief Department Expenses.....	9,400	00
" 119. Pensions.....	80,506	83
" 120. Stationery and Printing.....	18,615	61
" 121. Other Expenses.....	5,258	25
	270,476	09

E. & O. E.,  
MONCTON, N.B.S. L. SHANNON,  
*Comptroller and Treasurer.*

SESSIONAL PAPER No. 20

No. 8.—INTERCOLONIAL RAILWAY OF CANADA.

GENERAL STORES Account. Year ended March 31, 1913.

Dr.	\$	cts.	\$	cts.	Cr.	\$	cts.	\$	cts.
To balance, March 31, 1912			1,379,710	59					
Purchases during year ended March 31, 1913	4,164,646	10			By issues during year ended March 31, 1913	4,349,486	76		
Charges from other Departments	570,473	79			Sales, material, fuel, &c.	55,641	95		
Labour	46,317	73			Sales, old material	313,189	93		
Staff	22,328	21						4,718,318	64
			4,803,765	83	Balance—				
					Ordinary stores, including fuel	732,255	00		
					Roadway and bridge material	732,902	78		
			6,183,476	42				1,463,157	78
								6,183,476	42

S. L. SHANNON,

*Comptroller and Treasurer.*

C. F. BURNS,

*Auditor of Disbursements.*

## No. 9.—INTERCOLONIAL RAILWAY.

General Balance.—Year ended March 31, 1913.

Dr.	cts.	cts.	cts.	Cr.	cts.	cts.
To Cash.....	43 05			By Dominion of Canada.....	2,573,116 20	
General Stores.....	1,165,157 78			Intercolonial & Prince Edward Island Railways		
Station Accounts.....	234,176 61			—Employees Provident Fund.....	346,028 57	
Receiver General—Provident Fund—Account.....	973,542 93			Freight-in Transit Account.....	10,196 94	
Auditors Suspense Account.....	80,700 32			Rail Renewal Account.....	228,926 52	
Cash in Transit Account.....	8,888 37			Fire Renewal Account (Buildings, Fixtures and		
Commissary Account.....	22,836 48			grounds).....	102,763 17	
Expenditures for Road and Equipment—Sus-				Equipment Renewal Account.....	1,339 77	
pense Account—Campbellton.....	1,800 00					3,262,371 57
Unclaimed Freight.....	677 27					
Expenditures for Road and Equipment—Sus-				Individuals and Companies Ledger:—		
pense Account—Surveys and Inspection.....	2,080 28			Amherst Malleable Iron Co.....	40 42	
Expenditures for Road and Equipment—Sus-				Atlantic Lumber Co.....	104 17	
pense Account—Point Tupper.....	11,918 06			Beersville Ry. & Coal Co.....	216 20	
Expenditures, Road and Equipment—Suspense				A. Belanger.....	251 40	
Account—Pugwash to Pugwash Harbour.....	206 40		2,791,557 55	J. H. Frownell.....	149 72	
				Canadian Express Co.....	5,351 43	
Individuals and Companies Ledger:				Chatham, Ry.....	107	
Acadia Coal Company.....	28 64			Chappell Brothers.....	25 00	
Alabama & Vicksburg Ry.....	5 13			Canadian Oil Co's.....	30 14	
Atlantic Coast Line.....	254 37			J. & A. Culligan.....	10 20	
Armour Car Lines.....	85 57			Colonial Granite Co.....	81 00	
H. & A. Allan.....	472 20			Corwall and York Cotton Mills Co.....	154 78	
Atlantic and Lake Superior Ry.....	1,333 67			Credit Foncier, Canadian.....	113 25	
Atlanta, Birmingham and Atlantic Ry.....	36 92			Canada Cement Co.....	2,246 57	
American Refrigerator Transportation Co.....	2 61			John J. Campbell.....	331 45	
Acheson, Topoka and Santa Fe Ry.....	182 57			Caldbrook Realty and Development Co.....	1,238 62	
Ann Arbor Ry.....	23 39			Colonial Coal Co.....	1,772 67	
Alabama Great Southern Ry.....	77 47			Dunbar & Co.....	98 63	
Armstrong Refrigerator Line.....	9 07			G. Dunton.....	27 00	
P. S. Archibald.....	3 46			W. H. Duffly.....	288 85	
Stearnsbury, Annapolis.....	0 70			Edwardsdale Co.....	1,190 18	
Austin Lumber Co.....	273 46			T. E. Fermaid & Co.....	223 50	
J. Abrams & Sons.....	120 20			Finch, Pruyne & Co.....	11,541 30	
Boston and Maine Ry.....	1,323 06			Grand Lake Lumber Co.....	383 00	
Baltimore and Ohio Ry.....	563 21			General storekeeper.....	209 72	
Boston and Albany Ry.....	14 80			H. J. Garson & Co.....	4,953 16	
Bangor and Aroostook Ry.....	45 49			L. Goodspeed & Son.....	216 44	
Buffalo, Rochester and Pittsburgh Ry.....	112 17			Abner Gordon.....	161 79	
Buffalo and Susquehanna Ry.....	28 02			General average account.....	987 34	
Bessemer and Lake Erie Ry.....	1 79			Halifax station Labour.....	416 68	
Bathurst Lumber Co.....	91 60			Charles and Davidson Hill.....	359 81	
Brown Machine Co.....	333 64			T. A. Hurley.....	168 09	
Caracquet Ry.....	14,277 57			Havelock Mineral Springs Company.....	303 72	
				Imperial Oil Co.....	132 88	

Central Vermont Ry.	764 26	Imperial Oil Co. (siding account, New Glasgow)	340 43
Coal and Coke Ry.	29 69	Imperial Oil Co. (siding account, Campbellton)	368 89
Cumberland Ry. and Coal Co.	120 63	J. A. Kirkpatrick	248 50
Canada Iron Corporation	3 60	Le B. Drury Lockhart	343 20
Canadian Northern Ry. System	3,367 20	W. S. Loggie & Co.	187 77
Cincinnati, Hamilton and Dayton Ry.	83 41	Joseph Lecours	112 55
Cleveland, Cincinnati, Chicago and St. Louis Ry.	461 89	J. A. Liskely	1,022 64
Canada Atlantic and Plant Steamship Line	0 36	Thomas Lacey	99 07
Chicago, Milwaukee and St. Paul Ry.	222 26	La Cie Manufacture de Montnagny	100 33
Chicago, St. Paul, Minneapolis & Omaha Ry.	52 33	La Cie Industrielle de Rimouski	489 42
Cincinnati Northern Ry.	3 17	P. Lyall & Sons Construction Co.	343 07
Chicago and North Western Ry.	199 57	Nap. Mercier	25 50
Canadian Pacific Ry. Tel. Co.	720 13	By William H. Miller	287 00
G. S. Campbell & Co.	11 96	Miranichi Lumber Co.	177 50
Canadian Ry. News Co.	28 50	Mapleleaf Lumber Co.	138 27
Chicago & Alton Ry.	85 59	D. H. McKay	439 63
Cincinnati, New Orleans & Texas Pacific Ry.	166 08	W. A. McKay & Co.	60 07
Chicago, Burlington & Quincy Ry.	201 68	McLean Milling Co.	138 00
Chicago Refrigerator Dispatch Line	8 02	Dan McNeil & Sons	577 08
Central Ry. of New Jersey	177 17	H. E. McArthur	513 97
Chesapeake & Ohio Ry.	174 01	Hugh D. McKenzie Co.	223 10
Choctaw, Oklahoma & Gulf Ry.	11 55	J. M. McTearh	6 76
Colorado Southern Ry.	9 69	New Brunswick Telephone Co.	364 24
Cudahy Refrigerator Line	1 43	Nova Scotia Carriage & Motor Car Co.	215 61
Chicago & Eastern Illinois Ry.	79 62	Portland Rolling Mills	163 15
Canadian Locomotive Co.	132 33	James R. Porter	5 00
City of Montreal	112 50	Pratt Brothers (Incorporated)	139 13
Central of Ontario Ry.	9 69	Quebec Construction Co.	51 44
Chicago, New York & Boston Refrigerator Ry.	0 21	Rhodes, Curry & Co.	22 54
Chicago, Indianapolis & Louisville Ry.	231 49	Ried Co., (limited)	274 66
Chicago, Cincinnati & Louisville Ry.	1 26	Sessexweir Brothers	2 73
Chicago, Indiana & Southern Ry.	47 23	John Simon	6,801 12
Caldesher Coal & Ry. Co.	369 35	Savoie & Co.	426 62
Cumberland Valley Ry.	0 46	Enoch Steeves	231 25
Chicago Rock Island & Pacific Ry.	611 67	St. John Station Labour	144 14
Chicago Great Western Ry.	154 82	James Stevenson	159 82
J. H. Corbett	163 67	Charles P. Stephen	78 50
Chicago, Peoria & St. Louis Ry.	13 84	Steel Co., of Canada	3,280 17
Cold Blast Transportation Company	9 07	Stephen Brothers	293 14
Colorado Southern, New Orleans & Pacific Ry.	9 07	Swift & Co., (Siding account)	265 30
Copper Range Ry.	45 13	Edward Sinclair Lumber Company	477 80
Central of Georgia Ry.	31 80	J. B. Snowball Co.	68 04
Frank A. Cutting Co.	3 30	B. L. Tucker	184 69
Charleston & Western Carolina Ry.	4 04	Town of New Glasgow	131 00
Canada & Gulf Terminal Ry.	5,043 78	S. E. Vaughan & Co.	891 00
Cudahy & Milwaukee Refrigerator Line	6 06	Alex. Watson	356 00
Cornwall & Lebanon Ry.	0 35	York & Sunbury Milling Company	132 45
Canada Car & Foundry Co.	10,700 07		
		Carried forward	55,234 77
	41,401 63	Carried forward	3,317,405 94
	2,794,557 55		

## No. 9.—INTERCOLONIAL RAILWAY.—Continued.

## General Balance.

Year ended March 31, 1913.—Continued.

Dit.		Ch.	
\$	cts.	\$	cts.
Brought forward.....		44,404	03
To Canadian Pacific Ry.....		33,211	15
Geo. Coggier.....		2	95
Cleveland, Akron & Cincinnati Ry.....		9	07
Chicago, Milwaukee & Gary Ry.....		0	44
Carolina, Clinchfield & Ohio Ry.....		22	38
Chicago River & Indiana Ry.....		0	73
Colorado Midland Ry.....		2	40
Dominion Tar & Chemical Co.....		2	81
Dept. of Justice.....		17	64
Dept. of Public Works.....		2,530	49
Dept. of Marine & Fisheries.....		594	18
Dept. of Militia & Defence.....		422	45
Dominion Atlantic Ry.....		4,785	74
Dominion Coal Co.....		478	34
Dominion Iron & Steel Co.....		2,848	69
Delaware & Hudson Ry.....		187	11
Delaware, Lackawanna & Western Ry.....		223	82
Duluth, South Shore & Atlantic Ry.....		23	33
Dominion Express Co.....		348	00
Dept. of Interior.....		14	10
Dept. of Railways & Canals, (Stores Account),.....		194	52
Detroit & Mackinac Ry.....		2	18
Detroit, Toledo & Ironton Ry.....		0	81
Denver & Rio Grande Ry.....		12	38
Alfred Dickie Lumber Co.....		86	45
Detroit & Toledo Shore Line.....		2	79
T. A. S. DeWolfe & Son.....		161	35
Delaware & Eastern Ry.....		17	23
Erie Ry.....		502	98
Eastern Steamship Co.....		26	73
Elgin, Joliet & Eastern Ry.....		14	49
Captain J. A. Farquhar.....		9	60
Furness, Withy & Co.....		40	07
Fort Smith & Western Ry.....		24	61
Fort Worth & Denver City Ry.....		14	68
James Fleming.....		703	00
Grand Trunk Ry.....		24,673	39
Galena Signal Oil Co.....		129	60
Green Bay & Western Ry.....		12	72
Galveston, Harrisburg & San Antonio Ry.....			
By Individuals & Companies—Suspense Ledger—			
General Storekeeper.....		280	63
Canada & Gulf Terminal Ry.....		17	58
Canadian Car & Foundry Co.....		1,882	55
James H. Corbett.....		158	19
Dominion Iron & Steel Co.....		1,405	08
M. P. & J. T. Davis.....		3	58
James Fleming.....		965	00
Reid McManus.....		24	90
J. W. McManus & Co.....		9	49
New Brunswick Coal & Ry. Company.....		31	00
Sessenwein Brothers.....		0	04
John Simon.....		901	70
Windsor Branch Ry.....		26	90
Traffic Ledger—			
Atchison, Topoka & Santa Fe Ry.....		171	00
Boston & Maine Ry.....		3,287	00
Boston & Albany Ry.....		20	85
Canadian Pacific Ry.....		2,634	75
Charlottetown Steam Navigation Co.....		24	35
Chicago, Rock Island & Pacific Ry.....		238	21
Chicago, Burlington & Quincy Ry.....		102	04
Chicago & North Western Ry.....		681	05
Chicago, Milwaukee & St. Paul Ry.....		596	32
Cincinnati, Hamilton & Dayton Ry.....		1	48
Wm. Childbertson.....		663	69
Duluth, South Shore & Atlantic Ry.....		339	49
Dominion Atlantic Ry.....		479	27
Great Northern Ry Line.....		12,968	11
Grand Trunk Pacific Ry.....		1,084	71
Halifax & South Western Ry.....		64	70
Interprovincial Nav. Co.....		13	80
Lehigh Valley Ry.....		62	03
Lake Shore & Michigan Southern Ry.....		240	51
Maine Central Ry.....		6,754	78
Minneapolis, St. Paul & Sault Ste. Marie Ry.....		387	09
Northern Pacific Ry.....		349	07
New England Navigation Co.....		6	00
New York Central & Hudson River Ry.....		86	91
		3,317,605	94
		5,706	61

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Gulf Colorado & Santa Fe Ry.	11 55	New York, New Haven & Hartford Ry.	7 05 89
Great Northern Ry Line	153 24	Northern New Brunswick & Seaboard Ry.	79 27
Georgia Southern and Florida Ry.	1 21	Pennsylvania R. R.	29 35
Graham & Co.	58 43	Pere Marquette Ry.	19 61
Grand Trunk Ry—Suspense.	98 75	Pittsburg & Lake Erie Ry.	1 63
Grand Rapids & Indiana Ry.	38 57	Quebec Central Ry.	75 33
Georgia Ry.	6 05	Raymond & Whitcombe Co.	1 95
Gulf & Ship Island Ry.	28 07	Southern Pacific Co. (Pacific System).	72 83
Gulf, Texas & Western Ry.	25	Salisbury & Albert Ry.	90 92
Halifax & South Western Ry.	117,965 20	Tenimisonata Ry.	72 37
Hampton & St. Martins Ry.	251 80	Teniskaning & Northern Ontario Ry.	454 67
Hoeking Valley Ry.	54 76	Wabash Ry.	259 73
Houston & Texas Central Ry.	1 46	Car Service Ledger—	33,081 76
Hoods Quarry Co.	81 78	Aberdeen & Rockfish Ry.	30
Hone & Rivet	249 05	Arkansas South Eastern Ry.	1 40
Inverness Ry. & Coal Co.	137 45	Coudersport & Port Allegheny Ry.	22 05
Intercolonial Coal & Mining Co.	20 80	Cumberland & Pennsylvania Ry.	30
Illinois Central Ry.	889 99	Grafton & Upton Ry.	2 45
International & Great Northern Ry.	51 01	Georges Valley Ry.	5 80
International Engineering Works	6 00	Greenville, Spartanburg & Anderson Ry.	6 05
A. G. Jones & Co.	6 52	Kanawaha & West Virginia Ry.	1 80
Kent Northern Ry.	6,068 18	Kansas Southern & Gulf Ry.	90
Kanawaha & Michigan Ry.	1 62	Paris & Mount Pleasant Ry.	60
Kansas City Southern Ry.	38 93	Thousand Islands Ry.	4 25
Kansas City, Mexico & Orient Ry.	8,048 71	Tennessee Central Ry.	35
D. G. Kirk.	2 15	Union Pacific Ry.	20
Lotbiniere & Megantic Ry.	21,370 37	Rents Ledger—	46 45
Londonderry Iron & Mining Co.	813 73	Dos. LeBlanc.	20
Lehigh Valley Ry.	3 47	Moncton Tramways, Electricity & Gas Co.	1 00
Louisiana Western Ry.	143 13	Caldier Fraser & Co.	1 00
Louisville & Nashville Ry.	405 24	Levi Thompson.	1 00
Lake Shore & Michigan Southern Ry.	11 55	Emile Patrel.	98
Long Island Ry.	35 48	Douglas Hannahl	1 48
Lake Erie & Western Ry.	96 10	T. B. Cochrane.	1 00
R. S. Lowe.	3 25	Moncton Tramways, Electricity & Gas Co.	17 75
Lothiniere Lumber Co.	2 29	Dominion Express Co.	1 50
Libby, McNeil & Libby.	4 00	George Lovett.	1 00
Louisiana Ry. & Nav. Co.	3,196 80	Rhodes Curry & Co.	27 91
Loss & Dainage Freight—Suspense Account.	48		
Louisville, Henderson & St. Louis Ry.	501 33		
Moncton & Buctouche Ry.	450 78		
Michigan Central Ry.	119 10		
Maine Central Ry.	11 45		
John Murphy.	756 09		
Montmagny Light & Power Co.	1,978 47		
Thos. Malcoln.	198 54		
Missouri Pacific Ry.	70 85		
Minneapolis St. Paul & Sault Ste. Marie Ry.	281,217 52		
Carried forward	2,794,557 55	Carried forward	3,356,468 70

No. 9.—INTERCOLONIAL RAILWAY.—Continued.  
 GENERAL BALANCE. Year ended March 31, 1913.—Continued.

Dir.	cts.	cts.	cts.	cts.	cts.
Brought forward.....	281,297	52	2,794,557	55	
Missouri, Kansas & Texas Ry.....	151	34			
Metropolitan Steamship Co.....	31	88			
Miramichi Quarry Co.....	1	75			
Morgan's Louisiana & Texas Ry.....	30	82			
Mather Stock Car Co.....	21	75			
Minneapolis & St. Louis Ry.....	198	73			
Murdock Shultz.....	1	05			
Morris Co. Refrigerator Line.....	2	02			
Mobile & Ohio Ry.....	99	67			
Midland Valley Ry.....	9	22			
Milwaukee Refrigerator Transit Co.....		35			
H. W. Munsell & Co.....	18	08			
Millerton Station.....	333	73			
Morrill Refrigerator Line.....	4	67			
Maister & Northern Eastern Ry.....	1	64			
Montour Ry.....		56			
Missouri Oklahoma & Gulf Ry.....	28	93			
Moncton Construction Co.....	1,901	11			
Montana, Wyoming & Southern Ry.....	0	10			
McLean's Holt & Co.....	203	00			
H. F. McDougall.....	8	46			
Roid McManus.....	10	69			
W. P. McNeil & Co.....	620	75			
Nelson McDougall.....	75	00			
W. J. McBeath.....	1	50			
New Brunswick Coal & Railway Co.....	88	09			
New York Central & Hudson River Ry.....	1,787	58			
Newfoundland Ry.....	278	85			
New York, New Haven & Hartford Ry.....	123	83			
New York, Chicago & St. Louis Ry.....	133	77			
Nova Scotia Steel & Coal Co.....	358	95			
New Brunswick & Prince Edward Island Ry.....	5,083	01			
Northern Pacific Ry.....	206	45			
National Despatch Great Eastern Line.....	237	13			
Northern Central Railway.....	18	69			
Northern & Western Railway.....	213	82			
New York, Philadelphia & Norfolk Railway.....	1	23			
New Orleans & North Eastern Railway.....	43	76			
New York, Ontario & Western Railway.....	20	45			
North West Mounted Police.....	37	38			
Brought forward.....			3,356,468	70	



Nova Scotia Construction Co . . . . .	362 69	
National Labour Congress . . . . .	446 40	
New Orleans Great Northern Railway . . . . .	1 06	
Norfolk Southern Railway . . . . .	12 89	
Norwood & St Lawrence Railway . . . . .	222 16	
Northern New Brunswick & Seaboard Railway . . . . .	385 15	
New Brunswick Cold Storage Co. . . . .	119 75	
Nashville, Chattanooga & St. Louis Railway . . . . .	47 98	
New Orleans, Mobile & Chicago Railway . . . . .	8 78	
New Orleans, Texas & Mexico Railway . . . . .	1 49	
Nova Scotia Car Works . . . . .	39 50	
Newburgh & South Shore Railway . . . . .	0 66	
National Railways of Mexico . . . . .	24 36	
Oregon-Washington Railway & Navigation Co. . . . .	19 25	
Ocean Charges on Freight, Halifax . . . . .	12,444 88	
Opelousas Gulf & North Eastern Railway . . . . .	2 60	
Post Office Department . . . . .	74,803 24	
Prince Edward Island Railway . . . . .	1,163 78	
Pictou Station Labour . . . . .	290 00	
Pullman Co. . . . .	2 30	
Pennsylvania Railway . . . . .	333 47	
Price Brothers . . . . .	1,336 02	
Pittsburgh, Cincinnati, Chicago & St. Louis Ry . . . . .	47 94	
Pennsylvania Co. . . . .	153 99	
Pere Marquette Railway . . . . .	722 43	
Pittsburgh & Lake Erie Railway . . . . .	422 77	
Philadelphia & Reading Railway . . . . .	219 85	
Philadelphia, Baltimore & Washington Ry . . . . .	7 45	
Pickford & Black . . . . .	162 99	
Peoria & Eastern Ry. . . . .	22 05	
Pittsburgh, Shewanit & Northern Ry. . . . .	13 77	
F. Puddington . . . . .	40 92	
Pacific Fruit Express . . . . .	12 17	
Quebec Central Ry. . . . .	1,350 36	
Quebec, Montreal & Southern Ry. . . . .	207 07	
Quebec & Lake St. John Ry. . . . .	59 52	
Quebec Contracting Co. . . . .	791 40	
Rutland Ry. . . . .	16 47	
Charles D. Ruddock . . . . .	15 00	
Ryan & MacDonnell . . . . .	2,736 29	
Rockingham Station . . . . .	3 00	
Railway Automatic Car Co. . . . .	61 40	
Richmond, Fredericksburg & Potomac Ry. . . . .	4 54	
E. B. Reid . . . . .	5 00	
Swift Refrigerator Line . . . . .	13 34	
Sherbrooke Tank Lmr. . . . .	6 75	
Sackville Station . . . . .	65 97	
Salisbury & Harvey Ry. . . . .	69,450 21	
Carried forward . . . . .	162,752 07	2,794,557 55
Carried forward . . . . .		3,356,468 70

No. 9.—INTERCOLONIAL RAILWAY.—Continued.  
 GENERAL BALANCE. Year ended March 31, 1913.—Continued.

DR.	\$	cts.	\$	cts.	Cr.	\$	cts.
Brought forward.....	462,752	07	2,794,557	55	Brought forward.....	3,356,468	70
Southern Pacific Ry.....	185	24					
Southern Ry.....	392	00					
St. Lawrence & Adirondack Ry.....	0	08					
Seaboard Air Line.....	65	42					
St. Louis & San Francisco Ry.....	208	94					
San Pedro, Los Angeles & Salt Lake Ry.....	7	15					
St. Louis Southwestern Ry.....	161	66					
St. Joseph & Grand Island Ry.....	4	30					
St. Montique Station.....	10	00					
Standerson Manufacturing Co.....	47	10					
Santa Fe Refrigerator Dispatch.....	8	44					
Sussex Station.....	25	00					
San Antonio & Arkansas Pass Ry.....	5	12					
Sandusky Cream Co.....	1	30					
St. Paul & Kansas City Short Line.....	0	99					
C. E. Smith.....	386	34					
Sasquehanna & New York Railway.....	1	41					
Tennessee Ry.....	87	61					
Texas & Pacific Ry.....	62	98					
Toronto, Hamilton & Buffalo Ry.....	10	52					
Trois Pistoles Pulp & Paper Co.....	73	82					
Transcontinental Ry. Commissioners.....	2,504	10					
Toledo, St. Louis & Western Ry.....	69	71					
Toledo & Ohio Central Ry.....	36	01					
Toledo, Peoria & Western Ry.....	9	37					
Texas & New Orleans Ry.....	7	33					
D. Trimblay.....	123	29					
F. M. Tweedie.....	19	90					
Toronto Construction Co.....	429	75					
Trenksnapping & Northern Ontario Ry.....	1	00					
Trinity & Brazos Valley Ry.....	24	76					
Tremont & Gulf Ry.....	17	51					
Terminal Ry. Association of St. Louis.....	8	54					
Three Rivers Steamship Co.....	52	23					
Town of St. Leonard Jet.....	216	90					
Vandalia Ry.....	15	65					
Union Refrigerator Transit Co.....	7	73					
Vicksburg, Shreveport & Pacific Ry.....	6	43					
Union Pacific Ry.....	40	31					
Union Ry.....	44	44					
Virginian Ry.....	7	51					

Virginia & South Western Ry.....	1 63	
Uranium Steamship Co.....	111 05	
Wabash Ry.....	180 83	
Western Union Telegraph Co.....	2,717 44	
A. N. Whitman & Son.....	150 00	
E. A. Wallberg.....	2 97	
Wallace Stone Quarry Co.....	71 46	
Wilson & Son.....	8 28	
Western Maryland Ry.....	17 90	
Wisconsin Central Ry.....	21 86	
Wheeling & Lake Erie Ry.....	30 35	
Western Refrigerator Dispatch.....	79	
Wyoming & North Western Ry.....	1 19	
West-Jersey & Seashore Ry.....	1 19	
Western Ry of Alabama.....	13 91	
White City Refrigerator Dispatch.....	3 67	
York & Carleton Ry.....	33 60	
		71,432 11
Individuals & Companies Ledger Suspense—		
Thos. Bell & Co.....	1 80	
Dominion Atlantic Ry.....	49 37	
Halifax & South Western Ry.....	82 54	
Thos. Malcolm.....	17 58	
National Transcontinental Ry, Commissioners.....	318 30	
Nova Scotia Steel and Coal Co.....	3 93	
Prince Edward Island Ry.....	0 01	
Quebec Contracting Co.....	3 58	
		477 31
Traffic Ledger—		
H. & A. Allen.....	4,396 63	
Acadia Coal Co.....	11 70	
Canadian Northern Ry.....	6,191 11	
Cape Breton Ry.....	34 98	
Cumberland Ry. & Coal Co.....	617 57	
Central Ontario Ry.....	28 72	
Dominion Steamship Co.....	114 69	
Dept. of Marine & Fisheries.....	25 38	
Dominion Coal Co.....	20,374 66	
Dept. of Labor & Commerce, U.S.A.....	15 25	
T. A. S. DeWolfe & Son.....	5 00	
Dominion Iron & Steel Co.....	50 92	
Furness Whithly & Co.....	21 15	
Grand Trunk Ry.....	24,749 92	
General Transatlantique Co.....	72 39	
A. G. Jones & Co.....	9 50	
Mackay Brothers.....	0 48	
		58,720 65
		3,266,466 97
		Carried forward.....
		3,856,468 70

GENERAL BALANCE. Year ended March 31, 1913.—Continued.  
No. 9.—INTERCOLONIAL RAILWAY.—Continued.

Dr.	\$	cts.	\$	cts.	Cr.	\$	cts.
Brought forward.....	58,720	65	3,266,466	97	Brought forward.....	3,356,468	70
To National Transcontinental Ry.....	36	97					
Reid Newfoundland Ry.....	15,395	30					
Robert Reford Co.....	39	00					
Salvation Army.....	1,223	51					
Uranium Steamship Co.....	5,564	62					
			81,010	65			
Car Services Ledger:—							
Acadia Coal Co.....	37	00					
Albany & Hudson Ry.....	4	25					
Ashland & Western Ry.....	22	55					
Atlantic & Western Ry.....	1	35					
Buffalo & Susquehanna Ry.....	4	20					
Chicago, Peoria & St. Louis Ry.....	0	50					
Chicago, Cincinnati & Louisville Ry.....	137	25					
Cincinnati, Hamilton & Chicago Ry.....	13	60					
Chicago, Kalamazoo & Saginaw Ry.....	5	25					
Chicago & Wabash Valley Ry.....	4	25					
Dominion Atlantic Ry.....	10	00					
Delaware & Northern Ry.....	1	40					
Durham & South Carolina Ry.....	0	45					
Georgia & Florida Ry.....	6	30					
Gulf Line Ry.....	10	25					
International Ry of New Brunswick.....	265	60					
Jamesstown, Chautauqua & Lake Erie Ry.....	73	45					
Kansas City, Mexico & Orient Ry.....	6	90					
Kalamazoo, Lake Shore & Chicago Ry.....	5	70					
Lafayette & Megantic Ry.....	13	60					
Missouri River & Bonne Terre Ry.....	10	20					
New Orleans Great Northern Ry.....	12	60					
National Transcontinental Ry.....	434	00					
North & South Carolina Ry.....	4	90					
Northern New Brunswick & Seaboard Ry.....	98	55					
Piedmont Ry.....	6	05					
Pittsburg & Susquehanna Ry.....	4	05					
Register & Glenville Ry.....	1	75					
Randolph & Cumberland Ry.....	0	60					
Savannah & Statesboro Ry.....	0	60					
Shantagat & Rice Belt Ry.....	1	40					
Texas & Pacific Ry.....	15	40					
Teniskaming & Northern Ontario Ry.....	95	55					
Trinity & Brazos Valley Ry.....	44	65					

Texas State Ry	1 40	
Virginia Carolina Ry	3 65	
Unadilla Valley Ry	07	
White River Ry	13 95	1,373 02
<b>Rents Ledger —</b>		
Canadian Express Co.	16 66	
Charles A. Elder	03	
Stoohart Mercantile Co.	48 00	
Miramichi Steam Navigation Co	60 00	
G. T. Cornish	42 00	
Jessie E. Harper	1 00	
Newfoundland Ry.	991 66	
Maritime Telegraph & Telephone Co.	1 00	
Corporation of Steamery of Rimonski	1 00	
New Brunswick Telephone Co.	1 00	
Oliver McGinnis	17	
New Brunswick Telephone Co.	2 00	
R. McDonald	5 67	
J. H. McLeod	9 00	
Sackville Concrete Co.	5 00	
Canadian Express Co.	12 50	
New Brunswick Telephone Co.	1 00	
Dominion Express Co	28 17	
Imperial Oil Co	5 00	
Hiram S. McLean	5 00	
Nathaniel W. Pushie	10 00	
Miramichi Lumber Co.	25 00	
James Comeau	20 80	
Imperial Oil Co.	6 00	
Geo. A. Mason	5 00	
J. D. Volekman	1 00	
Arthur S. Comeau	10 00	
Town of Fraserville	1 00	
C. B. McMillen	5 00	
Canada Ry News Co.	06	
James Dunn	8 00	
Joseph Clarke	5 67	
William Barrie	49 00	
Canadian Pacific Ry	62 50	
"	608 30	
Steamer "Granville"	25 00	
Acadia Telephone Co.	3 00	
Fred. Tolm	30 00	
T. Walsh	30 00	
Mrs. Ryan	30 00	
Canadian Express Co.	0 48	
James Campbell	14 00	
	2,185 67	3,348,850 64
		Carried forward
		3,356,408 70

No. 9.—INTERCOLONIAL RAILWAY.—Continued.  
 GENERAL BALANCE. Year ended March 31, 1913.—Continued.

Dr.	cts.	%	cts.	%	Ck.	cts.	%	cts.
Brought forward.....	2,185 67		3,348,850 64		Brought forward.....			3,356,468 70
By Maritime Telegraph and Telephone Co.....	1 00							
Town of Shediac.....	2 00							
James Casey.....	5 00							
Town of Campbellton.....	1 00							
Herbert B. Stoves.....	1 00							
Wood & McConnell.....	1 00							
Charles E. Roy.....	5 00							
Canadian Express Co.....	50 00							
H. A. Patton.....	1 00							
Maritime Coal Ry. and Power Co.....	1 00							
Department of Public Works of Canada.....	2 00							
Canadian Express Co.....	12 50							
C. Yelloux.....	32 00							
N. Lamontagne.....	7 50							
Dame C. E. Carrier.....	240 00							
Oliver Gingras.....	60 00							
Misses Camire.....	12 00							
Maurice Camire.....	11 00							
Mrs. J. Atkinson.....	100 00							
Joseph Doucet.....	5 00							
Mrs. L. Roberge.....	104 00							
James Cloutier.....	40 00							
Frank Cloutier.....	4 50							
Miramichi Steam Navigation Co.....	150 00							
Dominion Express Co.....	24 00							
A. Begg.....	195 00							
Dominion Express Co.....	24 00							
Jean Lamonthie.....	49 50							
Dominion Express Co.....	24 00							
Canadian Express Co.....	6 25							
Malcolm Samson.....	6 00							
Louis Boisvert.....	6 00							
Emile St. Laurent.....	209 00							
Peter Bernier.....	8 00							
David Rouleau.....	24 00							
Arthur Lamontagne.....	8 00							
Joseph Cote.....	12 00							
Joseph H. Higgins.....	5 00							
J. A. R. Weir.....	10 00							
J. C. Spencer.....	1 00							

C. W. Whit.	3 75
W. K. Graham.	1 00
C. E. McCreedy.	1 00
Mrs. Agnes Weir.	5 00
J. Titus & Co.	2 00
Thos. Sharp.	1 00
A. B. Copp.	3 00
Robert O'Leary.	1 00
Loggie Brothers.	3 00
Henry O'Leary.	3 00
George Clouthier.	3 00
Thos. Robinson.	1 00
Mrs. Desmond.	3 00
Estate E. J. Smith.	1 00
Estate Wm. J. Williams.	3 00
Malcolm Patterson.	3 00
James Shannon.	0 25
Mrs. Stubbs.	2 00
J. Cameron.	0 25
John R. Stewart.	1 00
William Young.	8 00
Frost & Wood.	1 00
Charles Richards.	3 00
Spencer Brothers & Turner.	1 00
Estate D. S. Harper.	2 00
Estate Patrick McCourt.	1 00
Adam Malhar.	0 25
George Mann.	0 25
Benjamin Smith.	0 25
J. M. Dube.	1 00
Price Brothers.	2 00
James E. Kelly.	4 00
Dr. F. O. Steeves.	1 00
S. H. White & Co.	10 00
King Brothers.	200 00
John Roach.	1 00
N. Pushie.	11 25
N. Pashie.	7 37
M. McLean.	15 00
Geo. Lightle.	1 00
James A. Kirkpatrick.	1 00
John C. Gass.	15 00
G. & G. Flewelling.	1 00
Spencer Brothers & Turner.	1 00
A. & R. Loggie.	1 00
I. Matheson & Co.	1 00
Alex Belanger.	1 00
George Stone.	10 00
Carried forward.....	1,023 54
Carried forward.....	3,348,850 64
Carried forward.....	3,356,468 70





François Gagnon.....	1 00	
Town of Sackville.....	1 00	
George L. McLean.....	1 00	
Town of Lewis.....	1 00	
John W. Logan.....	5 00	
Robert Douglas.....	4 00	
Antigonish & Sherbrooke Telephone Co.....	0 50	
Thos. S. Donaldson.....	1 00	
Dartmouth Ferry Commission.....	1 00	
Commissioners of the Transcontinental Ry.....	1 00	
James H. Adams.....	1 00	
Robert Finlay.....	2 00	
George Cooper and James Cunningham.....	15 00	
Louison Lumber Co.....	1 00	
Robert Crawford.....	3 00	
Stephen Brothers.....	1 00	
B. N. T. Underhill.....	3 00	
Imperial Oil Co.....	1 00	
".....	2 00	
".....	2 00	
Colonial Coal Co.....	5 00	
H. McC. Hart.....	15 00	
Estate Thos. Belanger.....	2 00	
Dartmouth Ferry Commission.....	1 00	
H. M. Kent.....	5 00	
Samuel Melanson.....	5 00	
Doncett Brothers.....	5 00	
City of Sydney.....	1 00	
Swedish-Canadian Lumber Co.....	5 00	
Richard O'Leary and W. S. Montgomery.....	1 00	
New Brunswick Telephone Co.....	3 00	
Sherbore Electric Light and Power Co.....	2 00	
Colonial Coal Co.....	1 00	
Town of Newcastle.....	1 00	
New Brunswick Paper & Pulp Co.....	1 00	
Henry Fields.....	1 00	
New Brunswick Telephone Co.....	3 00	
Alphonse Bellaire.....	1 00	
Charles A. Vanwic.....	3 00	
G. W. Shanklin.....	1 00	
St. Maurice Light & Power Co.....	1 00	
New Brunswick Telephone Co.....	3 00	
Benjamin Titus.....	1 00	
Mrs. Alice Spain.....	1 00	
Dr. William A. Wilson.....	1 00	
Sturcon Fortin.....	1 00	
Reverend Harry Harrison.....	3 00	
Payzant Card Co.....	5 00	
		4,402 50
		3,356,253 14
		3,356,468 70

Carried forward.....

Carried forward.....

No. 9.—INTERCOLONIAL RAILWAY.—Continued.  
 GENERAL BALANCE. Year ended March 31, 1913.—Concluded.

Dr.		Cr.	
\$	cts.	\$	cts.
Brought forward		Brought forward	
		\$	cts.
To Advances:—		3,353,233	14
H. M. Stevens	5 06		
Sir G. Falcombridge	1,500 00		
A. R. Smith	20 00		
Hon. J. Bureau	150 00		
T. P. Owens	550 00		
R. A. Lawlor	250 00		
L. G. Demers	200 00		
A. M. McLellan	16 65		
Adolphe Bazin	23 85		
T. W. Butler	500 00		
		3,215	56
		3,356,468	70
			3,356,468 70

E. & O.E.,  
 MONCTON, N.B.

S. L. SHANNON,  
 Comptroller & Treasurer.

No. 10.—INTERCOLONIAL RAILWAY.

Year ended March 31, 1913. STATEMENT of Receipts and Expenses.

Expenses.	Receipts.	
	\$	cts.
Maintenance of way and structures.....	1,848,438	08
Maintenance of equipment.....	3,041,672	80
Traffic expenses.....	250,481	05
Transportation expenses.....	6,378,894	67
General expenses.....	270,476	09
Amount expended for renewal of rolling stock.....	453,751	80
Amount expended for renewals of buildings, &c.....	13,506	23
Amount expended for renewals of rails, &c.....	81,261	26
Balance:—		
Equipment renewal account.....	1,839	77
Rail renewal account.....	228,926	52
Fire Renewal Account.....	102,763	17
	333,029	46
	16,132,131	44
Received from Parliamentary appropriations on account of Inter-colonial Railway Working Expenses through the Department of Railways and Canals.....	11,979,982	69
Balance at credit of Equipment Renewal Account at April 1, 1912.....	765,950	44
Cash received for sale of old rolling stock.....	28,757	83
Amount paid for rolling stock and charged Equipment Renewal Account.....	8,043	89
Amount of surplus in Road Stock account transferred to Equipment Renewal Account.....	132,539	41
Balance at credit of Rail Renewal Account, at April 1, 1912.....	190,784	80
Unclaimed wages credited to Rail Renewal Account.....	2	98
Balance at credit of Fire Renewal Account at April 1, 1912.....	56,269	40
	13,132,131	44

Comptroller & Treasurer.  
S. L. SHANNON.

MONCTON, N.B.  
E. & O.F.

## No. 11.—INTERCOLONIAL RAILWAY.

## Equipment Renewal Account.

On the 1st April, 1912, there was a balance to the credit of the Equipment Renewal Account of.....		\$ 765,950 44
During the year ended 31st March, 1913, there was credited to the Equipment Renewal Account on account of charges to working expenses.....		1,077,863 74
Cash received for sale of old rolling stock.....		28,757 83
Amount paid for rolling stock charged Equipment Renewal Account and subsequently transferred to rolling stock capital.....		8,043 89
Surplus in road stock.....		132,339 41
		2 012,955 31
There has been charged during the year against the above amount :—		
24 Locomotives were paid for in full.....	\$ 509,734 47	
On account of four more locomotives a progress estimate was paid of Leaving a balance due on these four locomotives of \$22,780 which was paid during the fiscal year 1913-14.	44,220 00	
A balance was also paid in the year ended 31st March, 1913, on a final estimate for three locomotives delivered during previous year of	2,000 00	
Cost of inspection of locomotives paid during the year ended 31st March, 1913.....	2,078 18	
698 box cars.....	794,657 60	
100 platform cars.....	90,625 00	
35 refrigerator cars.....	65,570 00	
80 steel coal cars.....	122,695 00	
1 tank car.....	2,695 00	
10 stock cars.....	10,950 00	
Cost of inspection of these cars paid during the year ended 31st March, 1913.....	3,811 91	
Air brake material supplied contractors for the construction of the above mentioned cars, and cars now under construction.....	77,154 71	
Balance of cost of one refrigerator car constructed in Moncton shops during the previous year.....	516 64	
Balance of cost of 36 platform cars constructed in Moncton shops during the previous year.....	9,293 65	
Amount expended in Moncton shops on 10 vans under construction	9,966 65	
Material supplied for 50 box cars constructed in Moncton shops during the previous year.....	25,376 89	
Material and labour supplied for 50 box cars under construction in Moncton shops.....	27,030 61	
1 snow plow.....	4,910 00	
1 dining car.....	25,050 00	
2 sleeping cars.....	54,800 00	
2 postal cars.....	18,492 77	
5 first class cars.....	77,750 00	
Balance paid for 3 first class cars delivered during previous year....	800 00	
Freight charges on cars delivered during the previous year and returned for alteration.....	111 60	
Material supplied for 3 baggage cars now under construction, in the year 1913-14.....	360 00	
Amount transferred from capital account, being difference in cost of 1 dining car and 2 sleeping cars and the amounts estimated in capital account vote for same.....	9,752 30	
Amount paid for silverware for 1 dining car.....	1,059 86	
Cost of inspection of these cars during the year ended 31st March, 1913.....	2,579 11	
Balance of cost of 1 combined passenger and baggage car constructed in Moncton shops.....	553 82	
Balance of cost of 1 milk car constructed in Moncton shops.....	91 20	
Amount expended for changing 3 motor cars to first class cars....	915 73	
Amount expended on 3 colonist cars under construction in Moncton shops.....	14,812 42	
Air brake material supplied from Moncton shops.....	1,200 42	
		2,011,615 54
Leaving a credit balance to the credit of Equipment Renewal Account on the 31st March, 1913.....		1,339 77

No. 12.—INTERCOLONIAL RAILWAY.

Rail Renewal Account.

On April 1, 1912, there was a balance to the credit of the Rail Renewal account of .....	\$160,784 80
During the year ended March 31, 1913, there was credited to Rail Renewal Account on account of charges to working expenses. ....	150,000 00
Unclaimed wages credited to Rail Renewal Account.....	2 98
	\$310,787 78
There has been charged during the year against the above amount .....	81,861 26
Leaving a credit balance to the credit of Rail Renewal Account on March 31, 1913 .....	\$228,926 52

E. & O. E.,  
 MONCTON, N.B.

S. L. SHANNON,  
*Comptroller and Treasurer.*

No. 13.—INTERCOLONIAL RAILWAY.

Fire Renewal Account.

On April 1, 1912, there was a balance to the credit of Fire Renewal Account of .....	\$ 56,269 40
During the year ended March 31, 1913, there was credited to Fire Renewal Account an account of charges to working expenses. ....	60,000 00
	\$116,269 40
There has been charged during the year against the above amount .....	13,506 23
Leaving a credit balance to the credit of Fire Renewal Account on March 31, 1913 .....	\$102,763 17

E. & O. E.,  
 MONCTON, N.B.

S. L. SHANNON,  
*Comptroller and Treasurer.*



SESSIONAL PAPER No. 20

## INTERCOLONIAL RAILWAY.

STATEMENT of Averages, year ending March 31, 1913.

Mileage of railway .....	1,468.15
Engine mileage .....	10,279.369
Total train mileage .....	8,147.819
Total car mileage .....	115,787.028
Ratio of earnings to gross earnings—	Per Cent.
Revenue from transportation .....	99.16
Revenue from operations other than transportation.....	.84
Gross earnings per mile of railway.....dollars.	8,162.98
“ engine mile .....	1.17
“ train mile .....	1.47
“ car mile .....	10.35
Ratio of expenses to gross earnings—	Per Cent.
Maintenance of Way and Structures .....	17.17
Maintenance of equipment .....	25.38
Traffic expenses .....	1.92
Transportation Expenses.....	53.23
General expenses .....	2.26
Expenses per train mile—	
Maintenance of way and structures.....cents.	25.26
Maintenance of equipment ....	37.33
Traffic expenses .....	2.83
Transportation expenses .....	78.29
General expenses .....	3.32
Total per train mile.....	147.63
Expenses per mile of railway—	
Maintenance of way and structures .....	dollars. 1,402.07
Maintenance of equipment .....	“ 2,071.77
Traffic expenses .....	“ 156.99
Transportation expenses .....	“ 4,344.85
General expenses .....	“ 184.23
Total per mile of railway .....	8,159.91
Locomotive and car repairs per locomotive and car—	
Locomotives .....	dollars 2,062.62
Passenger cars .....	“ 623.93
Freight cars .....	“ 52.85

C. F. BURNS,  
*Auditor of Disbursements.*

S. L. SHANNON,  
*Comptroller and Treasurer.*

## No. 1.—WINDSOR BRANCH RAILWAY.

Revenue Account, Year ended March 31, 1913.

Expenditure.	\$ cts.	Earnings.	\$ cts.
Maintenance of way and structures.....	29,970 62	Passenger earnings.....	18,622 99
Balance .....	38,276 08	Freight earnings.....	48,471 87
		Mail earnings.....	1,151 84
	68,246 70		68,246 70

E. & O. E.,  
MONCTON, N.B.

S. L. SHANNON,  
*Comptroller and Treasurer.*

## No. 2.—WINDSOR BRANCH RAILWAY.

Maintenance of Way and Structures, Year ended March 31, 1913.

	\$ cts.
Superintendence .....	1,861 42
Ballast.....	285 10
Ties .....	4,789 09
Rails .....	2,659 41
Other track material.....	2,205 33
Roadway and track.....	11,110 73
Removal of snow, sand and ice .....	312 00
Bridges, trestles and culverts.....	1,222 50
Grade crossings, fences, cattle guards and signs.....	1,482 40
Signals and interlocking plants.....	2 89
Buildings, fixtures and grounds.....	3,680 95
Roadway, tools and supplies.....	201 99
Stationery.....	19 59
Other expenses .....	137 22
	29,970 62

E. and O. E.,  
MONCTON, N.B.

S. L. SHANNON,  
*Comptroller & Treasurer.*



No. 3.—WINDSOR BRANCH RAILWAY.

GENERAL Balance. Year ended March 31, 1913.

DR.	\$ cts.	CR.	\$ cts.
To stores department . . . . .	8,331 09	By Dominion account . . . . .	8,331 09

E. and O. E.,  
MONCTON, N.B.

S. L. SHANNON,  
*Comptroller and Treasurer.*

No. 4.—WINDSOR BRANCH RAILWAY.

Months.	Passenger Earnings.	Freight Earnings.	Mail Earnings.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1912—				
April . . . . .	1,451 09	2,686 82	95 68	4,233 59
May . . . . .	1,124 17	2,503 95	95 68	3,723 80
June . . . . .	1,606 80	2,250 28	95 68	3,952 76
July . . . . .	1,885 34	2,511 27	96 91	4,493 52
August . . . . .	2,372 07	2,525 69	96 91	4,994 67
September . . . . .	2,731 32	5,037 10	96 90	7,865 32
October . . . . .	2,014 84	7,576 39	96 91	9,888 14
November . . . . .	790 62	6,248 11	96 90	7,135 63
December . . . . .	1,829 60	4,110 19	96 91	6,036 70
1913—				
January . . . . .	892 79	4,645 06	94 45	5,632 30
February . . . . .	743 40	4,237 51	94 45	5,075 36
March . . . . .	1,180 95	3,939 50	94 46	5,214 91
	18,622 99	48,471 87	1,151 84	68,246 70

E. and O. E.,  
MONCTON, N.B.

S. L. SHANNON,  
*Comptroller and Treasurer.*

4 GEORGE V., A. 1914

## INTERCOLONIAL

## STATEMENT of Casualties for

Date.	Time of Day.	No. of Train	Description of train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1912.							
April 9	14:50		Shunter.....	J. Doiron. ....	G. Lutes. ....	131	Sayabec Yard.....
" 13	19:10	Special.	Freight.....	W. Brownrigg...	J. Jones.....	1094	Two miles west of Riversdale.
" 15	19:00	72	G.T.R.....	A. McLean.....	H. Taylor ....	2524	Near St. Romauld Sta.
" 16	13:40	Special.	Freight.....	E. Mitchell.....	A. Jarest.....	92	Drummondville Bridge.
" 17	19:12		Shunter.....		A. Probert.. ....	803	Stellarton Yard....
" 22	13:30	Special.	Freight.....	J. W. Coles.....	W. Gross.....	154	Amherst Yard. .
" 27	5:00		Shunter.....		T. W. Henry.....	107	Campbellton Sta....
" 28	20:10	Special.	Immigrant..	E. Johnson.....	L. Starrett....	313	Main Street Crossing, Amherst....
May 2	16:50						Truro.....
" 2	17:20	224	Mixed.....	J. J. Fraser.....	R. L. Smith....	1074	Near Bridgeville Station.
" 7	5:50		Shunter.....		C. Tobin.....	57	Sydney Yard.....
" 7	8:00		".....		C. Coleman.....	821	Richmond Yard....
" 7	13:15		".....		L. Dutil.....	443	Chaudiere Curve....
" 8	19:55	12	Freight. ....	G. L. Nixon ...	W. Gunning.....	17	Cemetery Crossing, near St. John.
" 10	16:30		Shunter.....		W. Atkinson....	1012	North Sydney.....
" 20	7:00		".....	J. E. Rioux.....	J. Albert.....	99	Montmagny.....
" 25		146	Passenger ..	N. St. Pierre ..	Jas. Houston....	606	Near St. Lambert..
" 28	19:40	304	Mixed.....	R. Henry.....	J. Cameron.....	1003	Near Blackville....
" 28	7:34	150	Passenger ..	J. Rioux.....	J. Mills.....	434	St. Romuald.....
" 28	19:42	19	".....	J. Martin.....	J. Collison.....	645	Lorways Crossings, Sydney.
June 9	23:25						Cashins Cut.....
" 11	5:30						Near Main Street, Amherst.
" 11	6:20		Shunter.....	C. Fournier.....	A. J. McDonald..		Kempt.....
June 19	15:10		Shunter.....	R. G. Duff.....	C. Cool.....	119	Bathurst.....
" 21	11:40	Freight, ..	Special. ....	S. McPherson ...	L. McLean.....	1011	Rory's Siding.....
" 22	10:10	34	Passenger..	T. W. Johnson ..	J. W. Nairn ....	418	Near Oxford.....
" 22	13:32	3	G.T.R.Pass.	H. Gendron ..	F. Johnson.....	2202	¼ mile w. of Levis..
" 25	7:03	19	Passenger..	J. Gillespie.....	J. Clarke.....	402	Young St. crossing, Halifax.
" 29	21:50	419	".....	R. H. Wilkms... .	W. Atkinson....	1012	Near Sydney Mines
July 6	13:33	63	".....	C. D. Phillips ..	W. Levitt.....	1063	Near Richmond ..
" 10	13:00	34	".....	John Berry ..	Jas. Clarke.....	406	Grand Lake.....

SESSIONAL PAPER No. 20

RAILWAY—Continued.

the Year ended March 31, 1913.

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
J. B. Sirois.....	Brakeman.....	Got hand caught while coupling cars.	Fingers smashed..	
A. G. McKenzie....	".....	Cars left track.....	Slightly injured...	
J. Gerrier.....	Fireman.....		Fatal. "	Accidental.
Damase Roberge....	Neither.....	Struck by train while walking on track.	Fatal. ....	"
Joseph Tessier....	".....	While walking on track under the influence of liquor was struck by train.	Fatal. ....	"
Mrs. Mary A. Gillis.	Car Cleaner.....	Working inside of car which was struck by train.	Badly shaken up..	
Andrew Downey....	Neither.....	Struck by train while walking on track.	Cut about head...	
A. Murphy.....	Yardman.....	Caught while coupling cars..	Slightly injured...	
Albert Collins....	Passenger.....	Jumped from train.....	Arm badly crushed	
John Finlayson....	Carpenter.....	Coupler fell on hand.....	Hand injured.....	
Daniel Thompson..	Neither.....	While driving over crossing struck by train.	Slightly injured...	
J. McPhee.....	Brakeman.....	Fell off engine.....	Cut about head...	
William Moore....	".....	Fell between cars.....	Both legs cut off..	
Jacques T. Bourasse.	Clerk.....	While attempting to get on engine fell under wheels.	Fatal. ....	"
John Hughes.....	Neither.....	Attempted to board train in motion and fell beneath cars.	Fatal. ....	Ry exonerated.
John Andrews....	".....	Knocked from car which was struck by engine.	Badly shaken up..	
J. P. Dionne.....	Brakeman.....	Jumped from cars.....	Leg broken.....	
Joseph Marcotte....	Passenger.....	Fell from train while under influence of liquor.	Badly shaken up..	
D. Hanson.....	Brakeman.....	Fell from car.....	Slightly injured...	
Emile Richard....	Fireman.....	While leaning out of cab of engine was struck by mail catcher.	Injured about head	
Stephen Fulton....	Neither.....	Attempting to get on moving train.	Slightly injured...	
Dan A. Nicholson..	".....	Remains found on track....	Fatal. ....	"
Percy Cook.....	".....	Supposed to have been struck by train.	".....	Accidental.
Arsene Gauthier....	Brakeman.....	While coupling cars got hand caught.	Hand injured.....	
William Payne....	Brakeman.....	Got hand caught while coupling cars.	Hand jammed....	
W. S. McLeod.....	".....	Got foot caught while coupling cars.	Foot badly crushed.	
Harold Betts.....	Neither.....	Supposed to have been struck by train.	Fatal. ....	No inquest.
Joseph Bacon.....	".....	Struck by train while walking on track.	".....	Accidental.
Jas. McNally.....	".....	Struck by train while attempting to cross track.	Badly injured.	
Peter Père.....	".....	Struck by train while walking along track.	Fatal. ....	No blame attached to employees.
Gerald Curren....	".....	Struck by train on crossing..	Seriously injured.	
Jas. Clarke.....	Engineman.....	Train jumped track.....	Fatal. ....	Railway exonerated from blame.
Peter McGill.....	Fireman.....	".....	".....	
Jas. M. Irwin.....	Tramp.....	".....	".....	
A. McKim.....	Baggagemaster.....	".....	Arm broken.	
W. C. Johnson....	Express messenger..	".....	Slightly injured.	

4 GEORGE V., A. 1914

## INTERCOLONIAL

## STATEMENT of Casualties for

Date.	Time of Day.	No. of Train	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1912.							
July 10	16 30		Shunter		H. Comeau	1024	Ballast Wharf, Halifax.
" 12	16 45		"		J. Scott	817	Riv. du Loup yard.
" 15	15 10	64	Passenger	J. D. McDonald	J. McLellan	1083	Young St. crossing, Halifax.
" 26	11 35	44	Way-freight	A. LeBel	A. Allard	641	Sacré Cour
		Special.	Freight	H. LeBel	N. Therriault	617	
					L. Boulenger	604	
" 26	22 40	9	Passenger	J. D. McDonald	D. Youlds	634	Tiro
Aug. 3	11 00		Special	T. G. Stratton	J. J. Witzell	71	Moncton
" 5			Way-freight	F. Dixon	D. McQuarrie	6	Dalhousie Jct.
" 6	6 59		Special	C. Dixon	A. Chapman	73	Newcastle yard
" 7	12 35		"	J. Boyle	J. King	122	West of Harlaka Jct
Aug. 10	3 30						Norton
" 15	8 00		Shunter				Ste. Flavie Yard
" 15	22 00						Newcastle
" 16	20 46	200	Passenger	F. Côté	J. Cloutier	413	Ste. Hyacinthe
" 17	14 33	199	Passenger	R. Hunter	W. Cross	438	Lutz St., Moncton.
" 17	11 00	34	Passenger	J. Bouthiette	Geo. Findlay	432	Drummondville
" 19	20 07	68	Passenger	C. D. Phillips	H. R. Hale	1083	Richmond
" 20	18 10	Special.	Way-freight	D. Heins	T. Townsend	71	Bathurst
" 20	18 00		Work	Jos. Ahearn	J. McEachern	111	Beresford
" 22	16 22	3	Passenger	J. R. McManus	Wm. Furze	635	Peticodiac

SESSIONAL PAPER No. 20

RAILWAY—Continued.

the Year ended March 31, 1913.

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
W. A. Kinnie.....	Traveller.....	Train jumped track.....	Arm broken and hand badly crush'd and bruised about body.	
Thos. Keith.....	Mail clerk.....	".....	Bruised about body.	
Chas. LeBel.....	News agent.....	".....	Ankle sprain'd	
John Berry.....	Conductor.....	".....	Slightly inj'r'd	
Walter Campbell....	Brakeman.....	Fell from footboard of engine....	Leg injured.	
Wm. Beake.....	Passenger.....	Attempted to get on moving train.	Left foot badly crushed.	
Ern. W. Brown.....	Neither.....	Struck by train at crossing.....	Fatal.....	No inquest.
Louis Beljile.....	Passenger.....	Freight train pitched into rear of No. 44 train	".....	Negligence of employees of special train.
Louis Benville.....	Brakeman.....	".....	".....	
Ferd. Rouleau.....	".....	".....	Badly injured.	
E. Coté.....	".....	".....	Badly shaken up.	
Alfred LeBel.....	Conductor.....	".....	Badly shaken up.	
Omer D'Anjou.....	Passenger.....	".....	Slightly inj'r'd	
Wm. Dennis.....	".....	Train collided with cars.....	Slightly shaken up.	
Vernon C. Trites....	Brakeman.....	While coupling engine to train..	Hand jammed.	
C. G. Scurr.....	".....	Fell while unloading freight....	Badly shaken up.	
J. McDermott.....	Fireman.....	Collision.....	Injured about face and back	
G. Baker.....	Neither.....	Supposed to have been struck by some train.	Fatal.....	Accidental.
Fred McKinnon....	Baggagemaster....	Supposed to have been struck by some train.	Fatal.....	Accidental.
Albert Michand....	Brakeman.....	While coupling cars.....	Thumb crushed.	
John Doughney....	Employee.....	Fell off box car.....	Fatal.....	No inquest.
Miss Exhilde Averd.	Passenger.....	While getting off train.....	Ankle sprain'd.	
Mrs. J. Edington....	Neither.....	Struck by train while walking along track.....	Fatal.....	Employees exonerated from blame.
Mrs. Arthur Trinque.	Passenger.....	While alighting from train.....	Slightly injured.	
H. R. Hale.....	Engineman.....	Collision.....	Fatal.....	No inquest.
Jos. R. Campbell....	Passenger.....	".....	Slightly injured.	
Mrs. A. Hanes.....	Passenger.....	".....	Slightly injured.	
Mrs. Taylor.....	Passenger.....	".....	Slightly injured.	
Wilfred A. Drisdell.	Passenger.....	Fell off train.....	Hand cut off..	
Léon Boudreau....	Employee.....	Fell from car.....	Arm broken.	
Harry McFarlane....	Neither.....	Struck by train while driving over crossing.....	Fatal.....	No inquest.
Marshall Bannister..	Neither.....	".....	Badly injured.	

4 GEORGE V., A. 1914

## INTERCOLONIAL

## STATEMENT of Casualties for

Date.	Time of day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1912.							
Aug. 27	7:30	18	Passenger	W. A. Munn	T. W. Hennessy	420	Stellarton
" 27	9:20	Special	Freight	W. J. Atkinson	J. Rioux	45	Pt. Levi
" 31	13:15		Freight	E. S. Vye	H. Cameron	1046	Newcastle Yard
" 31	20:45				J. C. McKay	53	Stellarton Yard
" 31	20:20				W. N. Ingram	635	Gilbert's Lane Crossing, St. John
Sept. 3	22:30	17	Passenger	J. J. McNeil	D. Duncan	436 2	3 miles west of Hopewell
" 4	22:40		Shunter		Jas. Coleman	1007	St. John Yard
Sept. 6	16:15		Way-freight	F. Dixon	A. Cook	89	Barnaby River
" 7			Shunter		J. Williams	1007	Sullivan's Siding, St. John
" 7	11:10	Special	Freight	F. A. Fowlie	A. Robbins	148	Oxford Junction
" 10	10:30		Way-freight	D. Hains	J. Stewart	483 3	3 miles east of Barnaby River
" 10	14:00	150	Passenger	A. Demers	A. Levesque	427	Trois Pistoles
" 14	10:00		Shunter		Samuel Watson	814	Main St. Crossing, Moncton
" 17							Chaudiere Bridge
" 18	23:45						Pictou
" 21	18:45	176	Freight	N. Pushie	W. Chisholm	88 1 1/2	miles east of Harbour au Bouche
" 27	21:00	199	Passenger	H. Aubin	J. McDavie	433	Little Metis
" 28	7:30	Special	Freight	A. McKenzie	J. S. McKee	46	Harcourt
Oct. 3	10:30		Shunter	R. G. Duff	C. Cool	119	Bathurst
" 4	16:25	3	Passenger	C. B. Clarke	G. A. Stone	627	Petitcodiac
" 4	15:30	Special	Freight	E. Hewitt	L. Turnpinst	62	Acadia Yard, Westville
" 7	9:43	33	Passenger	J. Michaud	D. Charrier	410	Public crossing west of St. André
" 20	18:00						Moncton Shops
" 21	10:15						Cumming's Pit, River Denis
" 21	15:00	Special	Freight	J. Deschamplain	J. McNaughton	10	McKinnon's Brook Bridge
Oct. 22	23:00	102	Mixed	R. J. McNeil	J. Gallivan	65	Rivers Denys
" 29	17:00		Shunter		W. F. Smallwood	811	Moncton Yard
Nov. 4	13:05	50	Freight	A. Harris	J. Parent	611	Cap St. Ignace
" 4	18:23	67	Passenger	C. D. Phillips	Jos. Elliott	634	Young St. Crossing, Halifax
" 9	12:45	Special	Freight	R. G. Duff	C. Cool	156	Belledune

SESSIONAL PAPER No. 20

RAILWAY—Continued.

the Year ended March 31, 1913.

Name of person injured	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
Miss Jessie McDonald	Neither	Fell while getting off car steps	Slightly injured.	
J. L. Hebreux	Brakeman	While jill-poking cars, stick broke	Slightly injured.	
Duncan Allanach	Brakeman	Tripped and fell while coupling cars	Back badly injured.	
Minnie McDonald	Neither	Struck on head by lump of coal	Head injured.	
Eloi Lirette	Neither	Struck by engine	Fatal	Accidental.
Gordon Mulloy	Passenger	Fell off train while under influence of liquor	Slightly injured.	
Jas. Gould	Neither	Run over by engine	Fatal	Accidental.
F. P. Appleby	Brakeman	Fell while unloading freight	Hand injured	
Wm. Sandbrook	Neither	Engine struck car on which he was unloading iron	Fingers badly crushed	
W. J. Richards	Brakeman	While uncoupling cars	Fingers jammed	
John Garlash	Neither	Struck by train while lying alongside track	Slightly injured	
Arsene Ouellet	"	Struck by train while driving over crossing	Fatal	No inquest.
Joseph Gagnon	"	"	Badly injured	
Mrs. John O'Rourke	"	Struck by engine while crossing track	Fatal	Ry. employees exonerated.
Jos. Dugas	"	Supposed to have fainted and fallen off bridge	Fatal	Accidental.
Laughlin McInnis	"	Walked off end of wharf into harbour	Fatal	No inquest.
W. Kerr	Brakeman	Fell off train	Badly injured about head	
E. Dubé	Neither	Struck by train while driving over crossing	Fatal	Accidental.
Crawford Bailey	"	Attempted to cross track in front of train	Slightly injured.	
W. R. Gilker	Brakeman	Stepped on piece of iron	Foot badly sprained	
Miss L. Perry	Neither	Struck by train while attempting to cross track	Fatal	No inquest.
J. W. Mackay	Brakeman	Foot caught in switch frame when attempting to get on engine	Leg and arm badly injured	
J. B. Lapointe	Neither	Struck by train while driving over crossing	Seriously injured.	
Stephen H. Berry	Labourer	Struck knee against machine	Knee badly injured	
Philip McLeod	Employee	While moving cars, fell	Left leg broken	
Miss Emelienne Chrétien	Neither	Stumbled and fell off bridge in trying to cross over it ahead of train	Badly injured	
Robt. Johnson	Passenger	Got caught when cars left track	Badly injured.	
M. Purdy	Brakeman	While coupling cars	Hand crushed.	
C. Turgeon	Brakeman	While attempting to get on train	Left leg cut off.	
Thos. Betts	Neither	Struck by train while attempting to cross track	Badly injured.	
J. Dempsey	Brakeman	While coupling cars	Finger smashed.	

4 GEORGE V., A. 1914

## INTERCOLONIAL

## STATEMENT of Casualties for

Date.	Time of Day.	Number of Train.	Description of Train.	Name of Conductor.	Name of Driver.	Number of Engine.	Place of Accident.
1912.							
Nov. 13	19 20	Special	Freight	A. A. McNeil	J. McRury	83	Sydney
15	19 30	17	Passenger	J. R. Fisher	J. Wall	401	Young St. Crossing, Truro
" 16	11 00						Pictou
20	6 45		Freight	John Cochrane	M. J. Taylor	426	Sunny Brae Sta.
21	11 00						Pictou
" 21	14 00		Shunter	John Kelly	A. Dunbar	620	Mulgrave Yard
" 26	6 43	133	Passenger	J. B. Crockett	G. B. Story	636	Robinson St. Moncton
" 29	16 47	Special	Freight	A. Plourde	J. A. Michaud	110	L'Islet
Dec. 1	5 55		Shunter			825	Halifax
" 3	9 34	145	Passenger	N. St. Pierre	Jas. Houston	619	Public crossing East of St. Bruno
" 9	4 00	39	Way-freight	J. Swetnam	A. J. Russell	113	Newcastle Yard
" 13	14 55	104	Freight	J. H. Pushie	Wm. McDonald	64	2½ mil. West of Alba.
" 15	12 35	33	Passenger	A. Begin	J. Miller	431	St. Joseph Sta.
Dec. 16	3 18	148	Way-freight	T. Dussault	A. Begin	87	Mitchell
" 19	22 00	33	Passenger	P. Sirois	W. Mountain	147	
" 19	13 30		Freight	J. A. Bouchard	R. L. Mitchell	442	Southwark Yard
" 19	13 30		Freight	G. A. Mackay	H. Cummings	44	Trenton
" 20	6 35	34	Passenger	T. C. Ayer	O. McGinity	419	Regersville
" 20	22 00		Shunter		P. O'Leary	811	Main Street, Moncton
" 26	11 40		Shunter	J. Rioux	F. Cloutier	45	St. Romuald
" 26	3 00		Shunter		J. Keane	96	Ste. Flavie Yard
" 27	20 50		Shunter		R. Hamilton	823	Truro Yard
" 31	15 30						Round House, Halifax
1913.							
Jan. 1	23 00	329	Passenger	P. Keenan	H. Belyea	1053	Fredericton Station.
" 9	5 36						St. John
" 10	7 30		Light engine			1006	Riv. du Loup Yard.
" 10	14 00	Special	Freight	G. A. McKay	H. Cummings	146	Trenton
" 13	17 50	Special	Freight	J. Brownell	J. L. Kennedy	152	Menramcook
" 14	1 45	Special	Freight	W. Lacombe	J. Hudon	110	L'Islet
				N. Grondin	E. LeBel	614	
Jan. 15	14 35	137	Passenger	H. G. Thompson	W. H. Anderson	1047	St. John Yard
" 21	14 30						Moncton Shops
" 25	12 10	Special	Freight	E. Johnson	G. Gaxley	1096	Dartmouth



SESSIONAL PAPER No. 20

RAILWAY—Continued.

the Year ended March 31, 1913.

Name of person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of Injury.	Verdict.
Archie Jeudry	Neither	Supposed to have been struck by train	Fatal	Accidental.
Mrs. Grent	Passenger	Jumped from moving train	Slightly injured.	
Warren Jollymore	Cheeker	Boiler plate fell on leg	Leg injured.	
John Northrup	Employee	Struck by train	Fatal	Speed train excessive approaching Stn.
J. C. Profit	Employee	Tripped and fell while unloading freight	Slightly injured.	
Joseph Smith	Brakeman	While coupling cars	Foot crushed.	
Thos. Best	Neither	Struck by train while walking on track	Badly injured.	
A. Plourde	Conductor	While getting down side of car, ladder broke	Badly shaken up.	
G. F. Neary	Brakeman	Slipped and fell while getting off engine	Back and legs injured.	
Arthur Collins	Neither	Supposed to have been struck by train	Fatal	Employees exonerated from blame
W. P. McInnis	Fireman	Lump of coal fell on his head	Head injured.	
Wm. McDonald	Driver	Train left track	Ankle sprained.	
Patrick Barrigan	Neither	Struck by train while walking on track	Fatal	Accidental.
W. Mountain	Engineer	Collision	Slightly injured.	
A. Demers	Fireman		Slightly injured.	
J. A. Bouchard	Conductor	Supposed to have been struck by shunting engine	Fatal	Accidental.
Percy Crane	Neither	Engine struck steam shovel under which he was working	Badly injured.	
John D. Brock	Passenger	Struck by a truck which was hit by train	Slightly injured.	
H. H. Archibald	Employee (not on duty)	Jumped from 33 train and was struck by shunter		No inquest.
R. Begin	Brakeman	Car left track	Slightly injured.	
Albert Michaud	Yardman	While uncoupling hose	Right leg scalded.	
S. Horton	Brakeman	Got foot caught under wheels	Foot badly crushed	
Peter McRae	Carpenter	While working at planer	Thumb and finger cut off.	
Garnett Love	Neither	Attempted to get on moving train	Fatal	No blame attached to railway or employees.
Geo. Crawford	Fire Builder	Walked into ash pit	Leg injured.	
Aurele Dumont	Brakeman	While coupling cars	Left foot crushed.	
S. Sweeney	Neither	Fell under wheels of engine	Leg badly crushed.	
M. Crockett	Brakeman	Fell while unloading freight	Badly shaken up.	
J. Hudson	Engineer	Freight Special collided with engine on main line	Fatal	Accidental.
J. E. Roy	Fireman		Badly injured.	
A. Rioux	Brakeman		Badly injured.	
E. LeBel	Conductor		Injured about head	
A. Saindon	Fireman		Badly injured.	
A. Jean	Brakeman		Slightly injured.	
Chas. Gauvin	Brakeman		Slightly injured.	
Horace Rivard	Brakeman		Slightly injured.	
Clement Leonard	Neither	Struck by train while attempting to cross track	Badly injured.	
Frank Killam	Fitter	Plate fell on foot	Badly bruised.	
Edward Burke	Brakeman	Fell from box car	Both ankles badly sprained.	

4 GEORGE V., A. 1914

## INTERCOLONIAL

## STATEMENT of Casualties for

Date.	Time of Day.	Number of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1913.							
Jan. 26		Special	Freight	D. Sweeney	A. Cook	8	Kent Jet
" 28	7.43	147	"	P. Tardiff	A. Gidette	643	Bolofil Stn.
" 28	5.40	Special	"	J. W. Coles	E. Rushton	24	East Mines
" 28	16.00						Moncton Shops
" 29	15.00		Shunter		R. Hamilton	833	Truro Yard
Feb. 1	1.30		"		P. McInnis	54	Deep Water Terminus, Halifax.
" 3	11.30	Special	Freight	G. A. McKay	H. Cummings	63	Trenton
" 9	1.45		Shunter		D. Stewart	76	Truro
" 10	7.00		"		G. Cuthbertson	801	St. John Yard
" 11	6.00		"			813	Ste. Flavie
" 11	9.00	71	G.T.R. Spl.	L. Smith	R. Emond	2438	Chaudiere Jet
" 21	10.16		Shunter		J. Jones	65	Pt. Tupper Yd.
" 25	17.30	39	Freight	W. W. Irving	A. Russell	13	Two miles West of Dalhousie Jet.
Mar. 1	10.30						Moncton Shops
" 1	10.50	34	Passenger	A. Legace	W. E. Turner	442	East of Drummondville.
" 3	16.10	42	Freight	R. W. Orchard	E. Shirley	50	Lac au Saumon
" 6	8.00	43	Shunter		J. O. Gagnon		Ste. Flavie Yard
Mar. 7	18.15		Light engine		J. D. McKay	627	Moncton Yard
" 10	7.50		Shunter		M. Flavin	825	Halifax
" 10							Near Gayton crossing
" 13	4.30	Immigrant Special					Dalhousie Jet
" 19	6.20	Special	Freight	T. G. Stratton	J. Tweedie	623	Dalhousie Jet
" 20	24.50	"	"	J. St. Pierre	G. Mann	202	St. Alexis
" 23	2.30	"	Auxiliary	J. McLaughlin	G. W. Conway	102	Stellarton
" 27	14.50	Special	Freight	J. R. McMannus	L. Bradshaw	24	Amherst
" 28	12.20	"	"	D. McKinnon	D. McDonald	65	Sydney River crossing
" 28	8.50	"	"	J. W. Horseman	C. Nickerson	213	Newcastle
" 29	18.35	34	Passenger	F. Laliberte	A. Berube	431	St. Eloi
" 29	21.50	Special	Freight	Z. Berube	Ed. Shirley	416	Millstream
" 30	14.00	"	"	P. Therriault	Ed. Thomas	90	
" 30		"	"	C. Proulx	G. Boudreau	98	Chaudiere Yard

SESSIONAL PAPER No. 20

RAILWAY—Continued.

the Year ended March 31, 1913.

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
C. G. Scurr.....	Brakeman.....	Knocked off van when train collided with car.	Slightly injured...	
John Fournier.....	Neither.....	Struck by train.....	Fatal.....	Accidental.
Hiram Rufuse.....	Brakeman.....	Tripped and fell while going over train.	Knee injured.....	
Calixte White.....	Fitter.....	Wrench which he was using slipped from hand.	Breast injured....	
Walter McNutt.....	Brakeman.....	While getting on engine fell under wheels.	Fatal.....	No inquest.
Norman Graham.....	Neither.....	Struck by engine while sleeping alongside of track.	Foot cut off.....	
Sam'l. Matheson.....	Brakeman.....	While coupling cars.....	Fingers crushed...	
S. B. Lane.....	Foreman shunter.....	While uncoupling cars.....	Arm slightly inj'rd	
L. A. Phillips.....	Brakeman.....	While coupling cars.....	Hand badly crush'd	
J. B. Beaulieu.....	Yardman.....	Struck by a projecting truss rod of a car.	Injured about head	
Eustache Tardif.....	Neither.....	Struck by a train while walking along track.	Fatal.....	No inquest.
J. P. McNeill.....	Brakeman.....	Fell off engine under wheels	Right arm crushed and head injured	
Donat LeBlanc.....	Neither.....	Attempting to get on moving train.	Fatal.....	No inquest.
Vincent Backler.....	Machine hand.....	Coat caught in machine....	Arm badly injured.	
Victor Bery.....	Neither.....	Sleeping alongside track while under influence of liquor.	Badly injured....	
J. A. Ouellet.....	Brakeman.....	While unloading freight....	Foot injured...	
Geo. Levasseur.....	Yard foreman.....	Got caught while uncoupling cars.	Slightly injured....	
James McKay.....	Driver.....	Collided with cars being shunted by stunting engine.....	Fatal.....	Ry. exonerated from blame.
Ross McPherson.....	Fireman.....		Seriously injured.	
Jas. Ryan.....	Brakeman.....	While coupling cars.....	Foot badly injured.	
Mrs. D. Goodell.....	Neither.....	Supposed to have been struck by train.....	Fatal.....	No inquest
Rueben Zahner.....	Passenger.....	Train left track.....	Slightly injured.	
M. Michaud.....	Brakeman.....	Jumped off train and fell.....	Cut about face.	
J. A. McDonald.....	".....	Struck by brake lever.....	Injured about face.	
Blair J. White.....	".....	Got hand caught while coupling cars.....	Hand injured.	
Willard Hanson.....	".....	While unloading freight.....	Hand slightly injured.	
G. Taylor.....	Neither.....	Train struck team.....	Slightly injured.	
W. Hannon.....	Brakeman.....	Fell from box car.....	Slightly injured.	
J. Rossignol.....	Baggageman.....	Baggage car caught on fire....	Hand badly burned	
J. Nadeau.....	Brakeman.....		" " "	
L. Cantin.....	".....		" " "	
L. E. Benville.....	".....	Collision.....	Slightly injured.	
P. Guay.....	Fireman.....	While working at ash pan trap.	Arm badly crushed.	

## PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,

CHARLOTTETOWN, P.E.I., May 30, 1913.

SIR.—I have the honour to submit the following report of the working of the Prince Edward Island railway, for the fiscal year ending March 31, 1913.

I also enclose the report of the mechanical superintendent, and the following statements prepared by the accountant and auditor, and the mechanical accountant and storekeeper.

- No. 1. Capital.  
 2. Revenue.  
 3. Maintenance of way and structures.  
 4. Maintenance of equipment.  
 5. Traffic expenses.  
 6. Transportation expenses.  
 7. General expenses.  
 8. General stores.  
 9. General balance.  
 10. Statement of averages.  
     Statement of receipts.  
     Passenger statement.  
     Freight statement.  
     Descriptive statement of freight transported.

A. Statement showing the number of locomotives and the various classes of cars.

B. Statement showing the mileage made, and the coal, oil and waste consumed by locomotives.

The mileage of the railway in operation on March 31, 1912, was 267.5 miles. The Elmira branch was opened for traffic on November 25, 1912, the mileage of which is 9.9, making the total mileage of railway in operation on March 31, 1913, 277.4 miles.

## CAPITAL ACCOUNT.

The expenditure to March 31, 1912, was . . . . . \$8,687,727 38

The additions during the year were as follows:—

Branch line, Harmony to Elmira . . . . .	66,146 15
Increased accommodation, Summerside . . . . .	6,051 67
To increase accommodation and facilities along the line . . . . .	8,549 21
Original construction . . . . .	199 50
Car ferry, &c. . . . .	8,276 20
Claims, E. A. Wallberg. . . . .	13,778 30

Making the total on March 31, 1913. . . . . \$8,790,728 41

*Branch line, Harmony to Elmira.*—This branch line was completed and the road opened for traffic in the month of November last. The outlook for business on this line is none too bright, and its operation will more than likely tend to increase a deficit.

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*Increased accommodation, Summerside.*—This was material purchased for and labour done to the railway wharf. Piles were driven and covered with heavy hardwood plank on the sides, and considerable repairs were made to top of the wharf.

*To increase accommodation and facilities along the line.*—This amount was voted for buildings erected in 1911-12 and carried in expense account, which was charged out to capital account in the year just closed.

*Original construction.*—This was for solicitors' taxed costs in connection with the expropriation of lands which belonged to the estate of the late Lady Louisa Wood—\$49.50—and damages paid to the heirs of the late Dr. P. A. McIntyre as compensation in full for closing of crossing at Souris, \$150.

*Car ferry.*—This amount was for vouchers made out at Ottawa for engineering work done in connection with proposed car ferry between Cape Traverse and Cape Tormentine.

*Claims E. A. Wallberg.*—Vouchers were made out by the Department at Ottawa in favour of Mr. E. A. Wallberg on account of building contracts.

REVENUE ACCOUNT.

The revenue has again been in excess of all previous years, marking a steady advance in agriculture and other industries, as well as an increase in the number of visitors, who contributed to the increase of passenger traffic.

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

Gross earnings. . . . .	\$ 389,474 07
Working expenses. . . . .	489,972 34
	<hr/>
Difference. . . . .	\$ 100,498 27

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

In 1911-12. . . . .	\$ 367,203 39
1912-13. . . . .	389,474 07
	<hr/>
Increase. . . . .	\$ 22,270 68

The earnings from passenger traffic compare as follows:—

In 1911-12. . . . .	\$ 153,284 42
1912-13. . . . .	171,348 57
	<hr/>
Increase. . . . .	\$ 18,064 15

The earnings from freight traffic compare as follows:—

In 1911-12. . . . .	\$ 176,861 68
1912-13. . . . .	180,347 31
	<hr/>
Increase. . . . .	\$ 3,485 63

The earnings from mails and sundries compare as follows:—

In 1911-12. . . . .	\$ 37,057 29
1912-13. . . . .	37,778 19
	<hr/>
Increase. . . . .	\$ 720 90

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The number of passengers carried compare as follows:—

	Number.
In 1911-12. . . . .	388,076
1912-13. . . . .	433,888
	<hr/>
Increase. . . . .	45,812

The weight of freight carried compares as follows:—

	Tons.
In 1911-12. . . . .	120,218
1912-13. . . . .	122,784
	<hr/>
Increase. . . . .	2,566

## WORKING EXPENSES.

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

In 1911-12. . . . .	\$ 449,962 91
1912-13. . . . .	489,972 34
	<hr/>
Increase. . . . .	\$ 40,009 43

The averages compare with the previous year as follows:—

*Per Mile run by Locomotives.*

	Cents.
In 1911-12. . . . .	103.84
1912-13. . . . .	110.72

*Per Mile run by Trains.*

In 1911-12. . . . .	127.43
1912-13. . . . .	135.46

*Expenditure per Mile of Railway.*

In 1911-12. . . . .	\$ 1,685 25
1912-13. . . . .	1,814 71

## TRACK.

54,597 railway ties in main line track, 3,527 culled ties in sidings, and 37 sets switch ties and 30 head-blocks and frames were renewed.

1,500 feet of 50-lb. steel rails were laid in main line of the Vernon section, 1,448 feet 50-lb. steel rails in main line of Vernon River section, and 300 feet 56-lb. steel rails in main line at Kensington, replacing other rails.

Twenty-four new frogs were placed in main line to replace worn frogs.

## SIDINGS.

At Tignish 200 feet of 50-lb. steel rails were laid to replace iron rails.

At Alberton 1,800 feet of 50-lb. steel rails were laid in putting in a through siding to Alberton ballast pit, and 600 feet of new spur siding was placed in ballast pit.

## SESSIONAL PAPER No. 20

At Summerside a siding, 380 feet long, was constructed, and 1,000 feet of 50-lb. steel rails laid on sidings to replace iron rails.

At Charlottetown a new siding, 500 feet in length, was laid with 50-lb. steel rails, and 600 feet of 50-lb. steel rails laid on sidings in replacing other rails.

At Lake Verde a new siding, 404 feet long, was laid with 50-lb. steel rails.

At Brackley Point a new siding, 200 feet long, was laid with 56-lb. steel rails.

At Perth ballast pit a new siding was laid with 56-lb. steel rails, which is 1,000 feet in length.

## FENCING.

53,567 feet new Page wire fence was erected on cedar posts. 3,398 feet permanent snow-fence, and 3,420 feet portable snow-fence were built. Temporary snow-fences were erected with brush and other material, a large quantity having been used for this purpose.

All fences were repaired where necessary.

One hundred farm gates, which were made by our carpenters, were placed where new gates were necessary.

## BALLASTING.

Twelve miles of track were ballasted with sand ballast and two and a quarter miles with cinders, during the summer.

## BRIDGES.

At Harmony new ties and rail wall plates were placed on bridge.

At Souris a new overhead bridge, 50 feet long, 13 feet wide, and 18 feet high, was built across the wharf track, with hemlock and other timber.

At Mount Stewart the stonework of bridge was painted.

All other bridges requiring repairs received them.

## CULVERTS.

At Elmsdale a new concrete pipe culvert, 20 feet long, 15 inches in diameter, was put in to replace a wooden one which was worn out.

At Piusville a new concrete pipe culvert, 28 feet long, 18 inches in diameter, was put in to replace a wooden one worn out.

At New Annan a new concrete pipe culvert, 30 feet long, 20 inches in diameter, was put in to replace a wooden one.

At St. Teresa a new concrete pipe culvert, 30 feet long, 18 inches in diameter, was put in to replace a wooden one.

At Hopefield the stone culvert was repaired and extended.

Five new wooden culverts were built.

Thirty-nine wooden culverts were repaired with timber, and all other culverts requiring repairs were attended to.

Thirty-one cattle-guards were rebuilt with hemlock timber, hard pine stringers, and hemlock mud sills.

## WHARFS AND BREASTWORKS.

At Summerside creosoted piles and hardwood piles were driven in wharf, and wharf faced with 3½-inch hardwood plank a distance of 300 feet and to a depth of 10 feet. Covering of wharf was repaired where it was found necessary to do so.

At Georgetown the wharf was repaired with 10-inch x 12-inch hemlock timber, and new fenders placed on it.

At Mount Stewart the wharf was covered with 3-inch hemlock plank.

## BUILDINGS AND PLATFORMS.

*Tignish.*—A new concrete foundation was constructed for turntable, and a second-hand turntable from the Intercolonial railway placed in position. Engine-house and coal shed were repaired. Agent's dwelling was papered and painted, and the ceilings of it whitened.

*Deblois.*—Station windows were repaired.

*St. Louis.*—Station windows were repaired.

*Alma.*—Station doors and windows were repaired.

*Alberton.*—Coal shed and section tool-house received repairs.

*Elmsdale.*—Station doors and windows were repaired.

*Piusville.*—Station doors and windows were repaired.

*Bloomfield.*—A new foundation was placed under the station, and an addition 15 feet by 22 feet built to freight-house. Waiting room and office were sheathed, and new floors laid in them. The exterior of station was painted.

*Howlan.*—The interior and exterior of station were painted, and repairs made to doors and windows.

*O'Leary.*—The ceiling of dining room in agent's dwelling was sheathed, and the room painted.

*Coleman.*—Exterior of station was repaired.

*West Devon.*—Station was repaired on the outside.

*Conway.*—Doors and windows were repaired, and interior and exterior of station painted.

*Port Hill.*—A new addition was built to agent's dwelling. General repairs were made to inside of dwelling, which was also papered and painted. The exterior of station was painted.

*Miscouche.*—A new foundation was built under the station. Waiting room and office were sheathed, and new floors placed in them. Station and agent's dwelling were painted on the outside.

*Summerside.*—A new concrete foundation was constructed for scales, and an ash-pit placed in yard. Roof of water tank was repaired. Inside of baggage-room was sheathed. A new telegraph table was provided for office. Station was repaired where necessary and all other buildings received repairs.

*Travellers' Rest.*—Station platform was repaired, and the interior and exterior of station painted.

*New Annan.*—Station platform was repaired. Interior and exterior of station were painted.

*Kensington.*—Station platform was repaired. Interior of agent's dwelling was papered and painted, and ceilings whitened.

*Freetown.*—Station platform was repaired. Agent's dwelling was repaired, and the inside of it painted.

*Emerald.*—Station platform was renewed, and repairs made to the station and dwelling.



## SESSIONAL PAPER No. 20

*Bradalbane*.—New storm doors and windows were made for station. A new hard-wood floor was put down in agent's kitchen and finished in oil, and one room of dwelling painted. Station doors and windows were repaired.

*Elliott's*.—A new window and door were placed on station, and a new flue built.

*Clyde*.—Station platform was repaired.

*Hunter river*.—Station platform, and doors and windows of station were repaired.

*North Wiltshire*.—Station platform was renewed, and a storm window made for office.

*Colville*.—Station platform was repaired.

*Loyalist*.—Station platform was renewed.

*Milton*.—Station platform was renewed.

*Cape Traverse*.—Station, dwelling, station platform, engine-house and ash-pits were repaired. A new water closet was built.

*Albany*.—Station platform was repaired.

*Kinkora*.—Station platform was repaired.

*Royalty Junction*.—Agent's dwelling was painted, and a new coal shed built.

*Charlottetown*.—Roof of freight-house was shingled. Gravel roofs of machine shop, power house and car shop were repaired. General offices were painted and the ceilings whitened. Freight offices were painted inside.

*Brackley Point*.—A new station platform was built.

*Union*.—A new stock-pen was erected.

*Bedford*.—An addition, 15 feet by 22 feet, was built to freight house. Waiting room and office were sheathed and painted, and new floors placed in them. Exterior of station was painted.

*Mount Stewart*.—Station platform, roof of station, and nun signal were repaired. Exterior of station was painted. Agent's dwelling was papered and painted. A new water closet was built.

*Pisquid*.—A new station, 11 feet x 25 feet, was built, containing a waiting room and freight room. A new platform, 80 feet long by 3 feet wide, was laid.

*Peake's*.—Roof of station was shingled. Platform was repaired.

*St. Teresa*.—A new platform was built opposite church.

*48 Road*.—A new station, 11 feet x 25 feet, was built, containing waiting-room and freight-room. A new platform was laid.

*Perth*.—A new station platform was provided, 95 feet long by 4 feet wide.

*Cardigan*.—Freight house, roof of freight house, and agent's dwelling were repaired. New doors were placed on freight house.

*Georgetown*.—A new station platform, 60 feet long, 4 feet wide, was constructed. A new covering was placed on semaphore stand. Engine house, coal shed and station were repaired. Station, warehouse and water tank were painted on the outside.

*Montague*.—Doors and counter of office were changed and repairs made to office. Station and warehouse were painted on the outside.

4 GEORGE V., A. 1914

*Morell*.—Station was repaired. A new window was placed in dining room.

*St. Peter's*.—Station platform was renewed.

*Midgell*.—A new shelter station, 8 x 18 feet, containing waiting room and freight room, and a new station platform were built.

*Bear River*.—Station platform was renewed.

*Souris*.—Roof of freight house on wharf was repaired. A new battery room, 6 feet x 8 feet, was built in station.

*Fountain Head*.—A new shelter station, 8 feet x 18 feet, was built.

*Elmira*.—Coal shed was rebuilt and a new coal hoist built. A nun signal was placed on station.

*Hermitage*.—Station received new doors, windows, and flue. Station platform was repaired.

*Millview*.—Station was provided with new doors, windows and flue.

*Vernon River*.—Station platform was repaired, and new storm doors placed on station.

*Grandview*.—Station platform was repaired.

*Fodhla*.—Station platform was repaired.

*Wood Island*.—Station platform and roof of station were repaired. A new flue was placed on station.

*Uigg*.—Station platform was repaired.

*Village Green*.—Station was provided with new doors, windows and flue.

*Hopefield*.—Station platform was repaired.

*Murray Harbour*.—Station doors and windows were repaired. A large number of new sign boards were placed on stations during the year.

## STORES.

The value of stores purchased was. . . . .	\$ 147,958 41
The value of stores used was. . . . .	156,441 14
The value of material sold was. . . . .	4,130 89
The value of stores on hand at the end of the year was:—	
Miscellaneous. . . . .	36,226 61
Fuel. . . . .	19,046 59
Roadway and bridge material. . . . .	16,573 34
	\$ 71,846 54

## GENERAL.

The rolling stock is in good condition. The roadbed has received careful attention, all needed repairs have been made to buildings, and all are in a satisfactory condition. I enclose returns of casualties which occurred during the year.

I have the honour to be, sir,

Your obedient servant,

H. McEWEN,  
Superintendent.

F. P. GUTELIUS, Esq.,  
General Manager, Canadian Government Railways,  
Moncton, N.B.



## PRINCE EDWARD ISLAND RAILWAY.

## REVENUE ACCOUNT—12 months ended March 31, 1913.

EXPENDITURE.	\$	cts.	EARNINGS.	\$	cts.
Maintenance of way and structures..	135,434	58	Passenger. ....	171,348	57
Maintenance of equipment.....	86,656	33	Freight.....	180,347	31
Traffic expenses.....	1,713	36	Mails and express .....	26,446	49
Transportation expenses.....	251,186	09	Miscellaneous.....	11,331	70
General expenses.....	15,581	98			
				389,474	07
			Balance.....	100,498	27
	489,972	34		489,972	34

E. & O. E.  
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,  
*Accountant and Auditor.*

## PRINCE EDWARD ISLAND RAILWAY.

## MAINTENANCE OF WAY AND STRUCTURES—12 months ended March 31, 1913.

No.		\$	cts.
1	Superintendence.....	3,404	60
2	Ballast.....	5,235	01
3	Ties.....	22,349	25
4	Rails.....	932	43
5	Other track material.....	3,478	98
6	Roadway and track.....	66,646	35
7	Removal of snow and ice.....	3,757	54
9	Bridges, trestles and culverts.....	1,083	05
10	Over and under grade crossings.....	23	73
11	Grade crossings, fences, cattle guards and signs.....	6,111	68
12	Snow and sand fences, and snow sheds.....	886	75
13	Signal and interlocking plants.....	248	78
14	Telegraph and telephone lines.....	745	94
16	Buildings, fixtures and grounds.....	16,991	40
17	Docks and wharfs.....	1,130	07
18	Roadway tools and supplies.....	2,156	43
20	Work equipment, renewals.....		
23	Stationery and printing.....	246	59
25	Other expenses.....		6 00
		135,434	58

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W. T. HUGGAN,  
*Accountant and Auditor.*

SESSIONAL PAPER No. 20

## PRINCE EDWARD ISLAND RAILWAY.

## MAINTENANCE OF EQUIPMENT—12 months ended March 31, 1913.

	\$ cts.
No. 28. Superintendence.....	6,353 09
29. Steam locomotives, repairs.....	29,902 68
35. Passenger train cars, repairs.....	16,770 37
36. " " " renewals.....	
38. Freight " " repairs.....	16,615 19
39. " " " renewals.....	3,640 16
47. Shop machinery and tools.....	4,234 06
49. Injuries to persons.....	27 90
50. Stationery and printing.....	243 40
52. Other expenses.....	7,375 06
54. Work equipment, repairs.....	1,502 42
	86,656 33

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CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,  
*Accountant and Auditor.*

## PRINCE EDWARD ISLAND RAILWAY.

## TRAFFIC EXPENSES—12 months ended March 31, 1913.

	\$ cts.
No. 57. Superintendence.....	21 14
58. Outside agencies.....	
59. Advertising.....	1,092 22
60. Stationery and printing.....	
65. Other expenses.....	
	1,113 36

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*Accountant and Auditor.*

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## PRINCE EDWARD ISLAND RAILWAY.

## TRANSPORTATION EXPENSES—12 months ended March 31, 1913.

No.		\$ cts.
66	Superintendence .....	6,193 37
67	Despatching trains.....	3,226 04
68	Station employees.....	57,383 57
72	Station supplies and expenses.....	7,426 13
73	Yardmasters and their clerks .....	2,661 69
74	Yard conductors and brakemen .....	2,796 99
76	Yard supplies and expenses.....	57 93
77	Yard enginemen.....	5,360 10
78	Enginehouse expenses, yard.....	1,537 25
79	Fuel for yard locomotives .....	3,925 60
80	Water for yard locomotives.....	120 00
81	Lubricants for yard locomotives .....	141 72
82	Other supplies for yard locomotives .....	131 48
86	Road enginemen .....	27,096 47
87	Enginehouse expenses, road .....	12,937 16
88	Fuel for road locomotives.....	49,779 34
89	Water for road locomotives.....	2,425 49
90	Lubricants for road locomotives.....	1,235 18
91	Other supplies for road locomotives.....	1,143 49
94	Road trainmen.....	37,720 26
95	Train supplies and expenses.....	8,652 18
96	Interlockers, block, and other signals, operation.....	129 80
97	Crossing flagmen and gatemen.....	420 99
98	Draw bridge operation.....	691 08
99	Clearing wrecks.....	822 95
100	Telegraph and telephone, operation.....	8,372 41
101	Operation floating equipment.....	215 51
103	Stationery and printing.....	6,595 06
105	Other expenses.....	47 50
106	Loss and damage, freight.....	562 03
107	Loss and damage, baggage.....	24 65
108	Damage to property.....	1,073 99
109	Damage to stock on right of way.....	277 68
110	Injuries to persons.....	1 00
		251,186 09

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W. T. HUGGAN,  
*Accountant and Auditor.*

## PRINCE EDWARD ISLAND RAILWAY.

## GENERAL EXPENSES—12 months ended March 31, 1913.

No.		\$ cts.
113	Salaries and expenses of General Officers.....	1,822 15
114	Salaries and expenses of clerks and attendants.....	7,330 24
115	General Office supplies and expenses.....	217 11
116	Law expenses.....	177 02
118	Relief department expenses.....	5,073 87
120	Stationery and printing.....	599 93
121	Other expenses.....	361 66
		15,581 98

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*Accountant and Auditor.*

PRINCE EDWARD ISLAND RAILWAY.

GENERAL STORES ACCOUNT—12 months ended March 31, 1913.

1912.		Dr.	\$ cts.	\$ cts.
March 31.....	To Balance brought forward.....			63,548 56
1913.				
March 31.....	To Purchases during the year.....		147,958 41	
	Charges from other departments.....		8,334 43	
	Labour, etc.....		4,765 25	
	Pay rolls.....		7,811 92	
				168,870 01
1913.		Cr.		232,418 57
March 31.....	By Issues during the year.....			160,572 03
	Balance .. {			
	Ordinary stores, including stationery.....		36,226 61	
	Fuel.....		19,046 59	
	Roadway and bridge material.....		16,573 34	
				71,846 54

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W. T. HUGGAN,  
*Accountant and Auditor.*

PRINCE EDWARD ISLAND RAILWAY.

GENERAL BALANCE—12 months ended March 31, 1913.

Dr.	\$ cts.	Cr.	\$ cts.
General stores.....	71,846 54	Dominion account.....	95,560 62
Post Office Department.....	11,533 14	Canadian Car & Foundry Co.....	690 69
Cash.....	9,846 47	Rhodes, Curry & Co.....	390 00
Station agents.....	2,789 89	John Simon.....	220 78
Starr Manufacturing Co.....	361 35	Unclaimed wages.....	50 71
Intercolonial Railway.....	244 74	Whitehead Bros.....	42 50
Suspense account.....	103 72		
Grand Trunk Railway.....	68 09		
Rents.....	54 87		
Militia Department.....	56 24		
Local Government, P. E. I.....	20 25		
Judge Weatherbie.....	30 00		
	96,955 30		96,955 30

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W. T. HUGGAN,  
*Accountant and Auditor.*

## PRINCE EDWARD ISLAND RAILWAY.

STATEMENT OF AVERAGES—Year ended March 31, 1913.

		Miles.	
Mileage of railway .....		270	
Engine mileage.....		442,497	
Total train mileage .....		361,714	
Total car mileage.....		2,334,635	
Ratio of earnings to gross earnings—			
Passenger.....	Per cent.	46.31	
Freight.....	"	43.99	
Mails and express .....	"	9.70	
Gross earnings per mile of railway.....	Dollars.	1,142.50	
" engine mile.....	Cents.	88.02	
" train mileage.....	"	107.67	
" car mileage .....	"	16.68	
Ratio expenses to gross earnings—			
Maintenance of way and structures.....	Per cent.	34.77	
Maintenance of equipment .....	"	25.25	
Traffic expenses .....	"	0.29	
Transportation expenses .....	"	64.49	
General expenses .....	"	4.00	
Expenses per train mile—			
Maintenance of way and structures.....	Cents.	37.44	
Maintenance of equipment .....	"	23.96	
Traffic expenses .....	"	0.31	
Transportation expenses .....	"	69.44	
General expenses.....	"	4.31	
Expenses per mile of railway—			
Maintenance of way and structures.....	Dollars.	501.61	
Maintenance of equipment .....	"	320.95	
Traffic expenses .....	"	4.12	
Transportation expenses.....	"	930.32	
General expenses .....	"	57.71	
Locomotive and car repairs, per locomotive and car—			
Locomotive .....	Dollars.	1,359.21	
Passenger cars.....	"	342.25	
Freight cars.....	"	39.18	

E. & O. E.  
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,  
*Accountant and Auditor.*



SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT OF RECEIPTS.

Months.	Passenger Traffic.	Freight Traffic.	Mails and Express.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1912.				
April.....	12,019 21	16,669 38	2,288 78	30,977 37
May.....	10,236 09	20,463 38	1,926 51	32,625 98
June.....	12,708 51	14,532 03	1,984 52	29,225 06
July.....	21,319 16	14,300 69	7,245 96	42,865 81
August.....	22,389 19	14,613 57	2,365 92	39,368 68
September.....	17,106 28	11,603 46	1,961 43	30,671 17
October.....	17,364 04	18,667 95	1,974 65	38,006 64
November.....	13,105 90	23,816 00	2,059 75	38,981 65
December.....	13,267 26	16,403 74	2,352 85	32,023 85
1913.				
January.....	10,660 24	9,268 55	7,786 27	27,715 06
February.....	8,619 72	8,845 89	2,935 18	20,400 79
March.....	12,552 97	11,162 67	2,896 37	26,612 01
1912-1913.....	171,348 57	180,347 31	37,778 19	389,474 07
1911-1912.....	153,284 42	176,861 68	37,057 29	367,203 39

E. & O. E.  
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,  
*Accountant and Auditor.*

PRINCE EDWARD ISLAND RAILWAY.

PASSENGER STATEMENT.

Months.	Local.		Through.		Total.	
	Number.	Mileage.	Number.	Mileage.	Number.	Mileage.
1912.						
April.....	36,895	653,849	179	7,981	37,074	661,830
May.....	29,374	631,451	750	36,200	30,124	667,651
June.....	29,667	599,362	1,994	97,787	31,661	697,149
July.....	51,378	1,151,785	2,597	121,495	53,975	1,273,280
August.....	44,334	997,440	5,184	252,120	49,518	1,249,560
September.....	39,699	1,044,994	4,646	216,183	44,345	1,261,177
October.....	29,573	578,923	3,161	154,293	32,734	733,216
November.....	33,453	609,086	1,846	87,595	35,299	696,681
December.....	37,468	723,826	967	41,401	38,435	768,227
1913.						
January.....	26,994	544,605	880	40,953	27,874	585,558
February.....	29,907	470,798	254	13,224	21,161	484,022
March.....	31,166	686,410	522	26,009	31,688	712,419
1912-13.....	410,908	8,692,529	22,980	1,098,241	433,888	9,790,770
1911-12.....	366,523	7,808,956	21,533	1,096,081	388,076	8,905,037

E. & O. E.  
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,  
*Accountant and Auditor.*

## PRINCE EDWARD ISLAND RAILWAY.

## FREIGHT STATEMENT.

Months.	1912-13.		1911-12.	
	Tons.	Mileage.	Tons.	Mileage.
April.....	10,921	430,205	7,066	253,279
May.....	14,054	458,414	12,235	448,504
June.....	9,382	382,150	11,033	383,041
July.....	9,441	347,946	9,609	346,961
August.....	9,853	420,406	7,936	300,511
September.....	8,090	297,267	9,479	315,157
October.....	13,794	437,928	16,476	591,483
November.....	17,458	593,110	14,727	588,829
December.....	10,788	440,702	8,684	387,231
January.....	5,378	239,614	5,360	253,817
February.....	6,030	250,259	7,436	295,254
March.....	7,595	287,045	10,177	454,714
	122,784	4,585,046	120,218	4,618,781

E. &amp; O. E.

CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,

*Accountant and Auditor.*

SESSIONAL PAPER No. 20

## PRINCE EDWARD ISLAND RAILWAY.

DESCRIPTIVE STATEMENT of Freight transported 12 months ended March 31, 1913.

Products of.	Commodity.	Tons.	
Agriculture.	Grain	14,774	
	Flour	4,192	
	Other mill products	2,336	
	Hay	4,039	
	Tobacco	156	
	Cotton	60	
	Fruit and vegetables	12,932	
Animals	Live stock	3,626	
	Dressed meats	2,757	
	Other packing house products	2,959	
	Poultry, game and fish	3,529	
	Wool	63	
	Hides and leather	604	
Mines	Anthracite	373	
	Bituminous	13,356	
	Coke	1	
Lumber	Stone, sand and other like articles	2,629	
	Lumber	14,562	
Manufactures	Petroleum	1,684	
	Sugar	1,010	
	Naval stores	3	
	Iron, pig and bloom	581	
	Other castings and machinery	239	
	Iron and steel rails	646	
	Bar and sheet metal	123	
	Cement, brick and lime	2,346	
	Agricultural implements	945	
	Wagons, carriages, tools, &c	296	
	Wines, liquors, beers	599	
	Household goods and furniture	751	
	Miscellaneous	Other commodities not mentioned above	30,613
		Total weight	122,784

E. &amp; O. E.

CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,

*Accountant and Auditor.*

## PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE MASTER MECHANIC,  
CHARLOTTETOWN, P.E.I., April 10, 1913.

H. McEWAN, Esq.,  
Superintendent, P.E.I. Ry.

SIR,—I beg to submit for your information the following statement of the operation of the mechanical department for the year ended March 31st, 1913.

The following is a summary of the principal work performed:—

## LOCOMOTIVES.

Thirteen locomotives received thorough repairs. Eleven locomotives received side and main rod brasses. All the motion and running gear thoroughly examined, staybolts in boilers thoroughly examined, and five hundred and sixteen new staybolts put in boilers.

Six locomotives received specific repairs.

Eight locomotives received new pistons and twelve piston rods. Six tender tanks and six tender frames were largely rebuilt. Three fireboxes were patched. Six cross-heads were made and twelve were tinned and planed. Three engine frames were re-welded.

The following new parts were supplied:—

Twenty truck boxes, twelve driving boxes, six whistles, thirteen pops, twenty pop-valves, twenty-four valve stems, twenty slide valves, three hundred and seventy-five sets metallic packing, twenty cylinder cocks, four blow-off cocks, forty punches, six smoke stacks, six tube expanders, one hundred and twenty-five truck straps, six truck bolsters, forty brass valve spindles, ten valve yokes, twenty check valves, twenty-four taps, eight crank pins, four bell ringers, twenty injector spindles, six steam pipes, six throttle glands and valves, sixteen engine springs, and one driving axle.

One hoisting engine fitted out and thirty injectors repaired.

Seventy-two oil cups, twenty grease cups, twenty piston rod oil cups, twelve slush boxes, twenty-four slide blocks, twenty-six air pump cylinders, sixty brake levers, twenty-five brake jaws, four hundred and fifty brake pins, and two hundred and fifty brake bolts were bored and fitted out. Thirty-four sets driving wheels, thirty sets truck wheels, one hundred and twenty sets steel wheels, and ninety new axles were turned off. One hundred and ten sets wheels were pressed on axles. Five hundred and twenty-six new tubes were welded and put in boilers. Seventy thousand pounds of iron and four thousand, one hundred and fifty-one pounds of steel were forged; four thousand one hundred and sixty pounds of nuts were tapped, and a great deal of running repairs too numerous to mention.

## CAR DEPARTMENT.

Five box cars, five flat cars, one stock car, one snow plough and two engine cabs were rebuilt and charged to renewals.

The following received heavy repairs:—

Twenty-seven first-class cars, fourteen second class cars, ten postal and baggage cars, one hundred and fifty-one box cars, thirty-five flat cars, five snow ploughs, four flangers and one van.

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The following received light repairs:—

Fourteen first-class cars, seventeen second class cars, thirteen postal and baggage cars, fifty-eight box cars, seventy-three flat cars, one snow plough and four flangers.

Nine cars were resheathed.

Ninety-six oil boxes, twenty-eight brake spindles, twenty-three brake beams, fifty-four sashes, twenty-eight doors, twenty-six truck frames, thirty-eight truck bolsters, ten buffers, five hundred and twenty car frictions, twenty-seven sets car housings and five hundred and forty car castings were made. One hundred and forty-eight wheels, forty-eight new roofs and thirty-four new floors were put on cars.

## BRASS FOUNDRY.

Output: 16,775 pounds of brass castings.

## COPPER SHOP.

Thirty-eight headlights, twenty-nine discharge pipes, ten copper pipes, three elevator pipes, four oil pipes, four injector pipes, twenty-nine train lamps, fifteen station lamps, twelve passenger car lamps, three semaphore lamps, two conductor's lamps, four tank spouts, one pump, four car baskets, one hundred and ninety oil cans and forty-five water cans were repaired.

Eighty-two engine truck funnels, twenty-six wire joints for steam chests, nineteen water glass shields, three feed pipes, four sand pipes, two oil pipes, two smoke stacks, and two zinc boxes for machine shop were made.

Lead lined forty car bearings and zinc-lined seven ice boxes.

Twelve driving boxes, forty truck boxes and four truck brasses were babitted.

Six crossheads and eleven sets rod brasses were tinned.

Copper pipes on twelve engines softened and examined.

Repaired lagging on eighteen boilers and piped from injector to ashpan in twenty-two engines.

## PAINT SHOP.

Thirteen locomotives were painted and varnished.

Fifteen first class cars were cleaned and eleven varnished; two postal and baggage cars were painted, seven cleaned and eight varnished; two second class cars were painted seven cleaned and eight varnished; forty-three box cars were painted, two cleaned and two varnished; one hundred and thirty box car roofs were painted; thirty-five flat cars, eight snow ploughs, four flangers, twenty-three hand cars, one refrigerator car, one oil tank, twenty-five water cans, seventeen loading platforms, sixteen track levels, thirteen outside sashes and eight flag poles were painted. Eight sets outside sashes varnished; three desks, one table and four ticket cases filled and varnished; twenty-nine settees, four tables, fourteen seats, four letter cases, four ticket cases and four desks stained and varnished. Two stations, two offices and Charlottetown station roof painted.

Thirteen sashes glazed, forty-seven sign boards lettered, ninety box cars relettered and three hundred and thirty-six panes of glass put in buildings.

## ROAD AND TRAFFIC DEPARTMENT.

Thirty-four loading platforms, eleven freight trucks, one coal hoist, seven cattle loaders, three sheep loaders, three baggage trucks, thirteen coal boxes, six storage boxes, three clothes boxes, three tool boxes, thirty-two doors, thirteen sign boards, two bill boards, three lamp stands, two grindstone stands, four tables, one telegraph table, four ticket cases, four book cases, four desks, twenty-nine settees, two wheelbarrows, fourteen track levels, twelve switch targets, three ladders, one hundred pocket staples, three post hole diggers, six hundred rail braces, twenty-four gate hinges, forty-seven

4 GEORGE V., A. 1914

cold chisels, forty picks, five switches, sixty switch rods, sixteen switch headers, twenty switch cranks, thirty pairs fish plates, fourteen frogs, thirty-two clawbars, seven push cars, eight windows and sashes, and seven drawers were made.

Eight hand cars were rebuilt. Air compressor thoroughly repaired.

One hand truck, seven freight trucks, four baggage trucks, four hand cars, seven trollies, eight doors, eighty picks, twelve clawbars, sixteen switch cranks and one turntable were repaired.

Steam shovel thoroughly repaired. New tubes in boiler and engine and dipper repaired; also new water tank and smoke stack.

Installed Tignish and Elmira turntables.

On January 1, 1913, an open switch at the oil tanks caused a special train to leave the track, dumping engine No. 25 and cars Nos. 47 and 71 into the ditch. The wreck entailed a cost of \$1,468.50, which is included in working expenses.

I have the honour to be, Sir,

Your obedient servant.

PETER McQUAID.

*Master Mechanic.*

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT showing the number of Locomotives and the various class of Cars and other Rolling Stock on March 31st, 1913.

	Classification of Cars.													Total.					
	Locomotives.	1st class.	2nd class.	Combined 2nd and baggage.	Postal and smoking.	Combined postal and baggage.	Baggage.	Vans.	Box freight.	Refrigerator cars.	Stock.	Oil tank cars.	Hart-Otis convertible cars.		Coal.	Platform.	Total.		
On hand, serviceable, March 31st, 1912	22	19	9	5	4	3	307	3	28	1	15	12	149	564	10	8	1	19	
Condemned, April 1st, 1912	9	4	4	1	1	6	1	1	3	1	1	1	5	25	1	1	1	1	
Total Equipment, April 1st, 1912	31	23	13	7	4	4	313	3	32	1	15	12	154	589	11	8	1	20	
Condemned, April 1st, 1912	9	4	4	2	1	1	6	1	1	1	1	1	5	25	1	1	1	1	
Condemned during the year	9	4	4	2	1	1	7	1	1	1	1	1	5	25	1	1	1	1	
Total condemned	9	4	4	2	1	1	7	1	1	1	1	1	5	25	1	1	1	1	
Less rebuilt during the year																			
To be rebuilt or purchased	9	4	4	2	1	1	5	1	1	1	1	1	4	23	1	1	1	1	
Add serviceable and repairing	22	19	9	5	4	3	308	3	28	1	15	12	150	566	10	8	1	19	
Total Equipment, March 31st, 1913	31	23	13	7	4	4	313	3	32	1	15	12	154	589	11	8	1	20	

S. F. HODGSON,  
Mechanical Accountant.

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## PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of mileage and coal, oil and waste consumed by locomotives for the Year ended March 31st, 1913.

—	Locomotive Mileage.	Consumption.				Average Consumption per 100 Miles.			
		Tons of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.	Pounds of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.
1912.									
April. . . . .	37,010	1,110	536	1,008	740	6,718	1'44	2'72	2'00
May . . . . .	38,983	1,093	558	1,128	654	6,280	1'43	2'89	1'67
June . . . . .	41,456	1,132	528	1,160	557	6,116	1'27	2'80	1'34
July . . . . .	45,957	1,166	680	1,468	750	5,681	1'48	3'19	1'63
August . . . . .	46,400	1,126	568	1,360	689	5,436	1'22	2'93	1'48
September . . . . .	44,206	1,241	664	1,296	618	6,288	1'50	2'93	1'40
October . . . . .	47,415	1,316	600	1,340	650	6,217	1'26	2'82	1'37
November . . . . .	40,543	1,223	608	1,140	648	6,757	1'49	2'81	1'42
December . . . . .	38,624	1,155	572	1,100	626	6,698	1'48	2'85	1'62
1913.									
January . . . . .	32,023	990	564	1,072	605	6,925	1'76	3'34	1'89
February . . . . .	30,448	977	388	884	587	7,187	1'27	2'90	1'92
March . . . . .	33,034	1,010	476	956	640	6,848	1'44	2'89	1'93
Totals . . . . .	476,099	13,539	6,742	13,912	7,764	6,370	1'41	2'92	1'63

S. F. HODGSON,  
*Mechanical Accountant.*

## PRINCE EDWARD ISLAND RAILWAY.

Accidents during period ended March 31st, 1913.

—	Cause of Accident.	PASSENGERS.		EMPLOYEES.		OTHERS.		Total.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Fell from cars or engine . . . . .								
2	Jumping on or off trains while in motion . . . . .				1				1
3	At work on or near the track making up trains . . . . .								
4	Putting arms or heads out of windows . . . . .								
5	Coupling cars . . . . .				1				1
6	Collisions or by trains thrown from track . . . . .				1				1
7	Struck by engines or cars on highway crossings . . . . .								
8	Walking, standing, lying, sitting or being on track . . . . .								
9	Explosions . . . . .								
10	Striking bridges . . . . .								
11	Other causes . . . . .				19				19
	Total . . . . .				22				22

CHARLOTTETOWN, P.E.I.,  
June 4th, 1913.



PRINCE EDWARD ISLAND RAILWAY.  
 Details of Accidents for the period ending March 31st, 1913.

Date.	Name, address and occupation of persons.	Place of accident.	Cause.	Nature and extent of injury.
1912.				
April 30.	Charles McLean, sectionman, Charlottetown	Charlottetown	Rail fell on foot.	Bruised foot.
May 27.	Archibald McKay, storeman, Charlottetown	"	Fell coming out of lumber warehouse.	Injury to knee.
June 5.	Frank Dorsey, cleaner, Charlottetown.	Along line of Ry.	Shafer bar in engine slipped.	Injury to side.
" 11.	Arthur J. Harper, brakeman, Charlottetown	Vernon	Squeezed between cars.	Injury to ribs.
July 1.	Lemuel Ferguson, labourer, Charlottetown.	Charlottetown	While working on roof of machine shop fell through smoke stack	Injured leg and back.
" 15.	William Bell, cleaner, Charlottetown.	"	While cleaning on engine accidentally drove a piece of steel through his wrist.	Wrist injured.
" 27.	M. S. Lee, sectionman, Vernon River	Vernon River	While breaking off track bolt nut flew and struck him on shin bone.	Leg injured.
Aug. 12.	Duncan D. McDonald, section foreman Georgetown.	Georgetown.	While alighting from train foot slipped.	Sprained knee badly.
Sept. 3.	James Mallard, labourer, Elmira.	Elmira	While operating track lifter	Smashed thumb.
" 20.	John Stewart, brakeman, Georgetown.	Charlottetown	Rail fell on foot.	Foot badly bruised.
Oct. 21.	John O'Neil, labourer, Charlottetown.	Georgetown.	While loading baggage caught finger between car door and trunk.	Finger badly bruised and lacerated.
" 17.	Harry Mallard, labourer, Elmira.	Charlottetown rail way yard	Fell while tipping coal tubs.	Ankle sprained.
Nov. 14.	Hugh McLeod, extra gang foreman, Bradaulane.	Elmira	While unloading rails	Fingers bruised.
Dec. 6.	Joseph Fower, labourer, Charlottetown.	Harmony bridge, Charlottetown	Slipped on side of bank.	Knee sprained.
" 9.	James A. O'Brien, labourer, Charlottetown.	Charlottetown freight shed.	While attending furnace.	Face burned.
" 14.	Frank J. Cameron, cleaner, Charlottetown.	Charlottetown round house.	While splitting wood axe glanced.	Part of toe severed.
1913.				
Jan. 7.	P. E. Dorsey, engine driver, Charlottetown.	Charlottetown, up per St. Peter's road, near crossing.	While turning table foot caught between rail of table and rail of pit.	Foot bruised.
" 16.	John Kelly, cleaner, Charlottetown	Charlottetown round house.	Tram went off the track.	Side injured.
" 27.	John McEachern, carpenter, Charlottetown.	Bedford	While turning off light fell into pit.	Side and leg injured.
Feb. 12.	Thomas Sweeney, porter, Charlottetown.	Charlottetown	While cutting hole in roof of station slipped.	Injured testicle.
Mar. 13.	Joseph Clark, carpenter, Charlottetown.	Charlottetown carpenter shop.	Frozen quarter of beef fell on foot in freight shed.	Bruised foot.
			While sawing boards set screw on counter shaft caught clothing.	Leg injured.

CHARLOTTETOWN, P.E.I., June 2nd, 1913.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS  
EMPLOYEES' PROVIDENT FUND.

SIXTH ANNUAL REPORT.

MONCTON, N.B., May 30, 1913.

To all Officers and Employees, Contributors to the above fund:

GENTLEMEN.—By instruction of the Provident Fund Board we beg to submit for your information the following report of the operations of the Provident Fund for the fiscal year ended March 31, 1913.

The personnel of the Provident Fund Board for that year was as follows:—

D. POTTINGER, Assistant Chairman, Government Railways Managing Board.  
Chairman, Moncton, N.B.

T. C. BURPEE, Engineer of Maintenance. I.C.R., Moncton, N.B. } Appointed  
D. McDONALD, Superintendent I.C.R., Levis, Que. } (By the Minister.

WILLARD P. HUTCHINSON, Train Despatcher, I.C.R., Truro, N.S. } Elected by the

W. MILLEDGE THOMPSON, Conductor. I.C.R., Moncton, N.B. } Employees.

Four regular meetings of the Board, as required by the regulations, were held during the year.

The following is a statement of the receipts and expenditures during the year ended March 31, 1913:—

Balance at the credit of the fund on March 31, 1912. . . . .		\$309,234 71
The contributions made by employees during the year, being one and one-half per cent of their monthly salary and wages were. . . . .	\$85,365 23	
The contributions made by the railways of an equal amount during the same period, were. . . . .	85,365 23	
		170,730 46
Amount received for refunds, &c . . . . .		2,146 00
Interest accrued (at three per cent) . . . . .		*9,350 20
		\$491,461 37

The expenditures were—

For retiring allowances. . . . .		\$133,539 69
For contributions refunded in cases of deceased employees. . . . .	2,738 91	
For contributions refunded, which were deducted in error. . . . .	455 58	
For contributions refunded to discharged employees. . . . .	167 10	
Medical examinations for probationers entering service. . . . .	3,128 00	
Medical examinations for employees retiring from service. . . . .	86 00	
For election expenses . . . . .	467 12	
For salaries and travelling expenses, secretary's office. . . . .	4,068 30	
For Board members—Time lost and travelling expenses. . . . .	126 99	
For stationery, printing, postage, &c., &c. . . . .	655 11	
		\$145,432 80

Balance to the credit of the fund on March 31, 1913. . . . . \$346,028 57

The following statement shows the amount which was contributed by the railways, and the amount which was contributed by the employees to the Provident Fund, in each fiscal year; since the fund has been in operation. It also shows the number of employees retired, the number of deaths among the same, and the amount paid for

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retiring allowances in each year. The average amount of the retiring allowance, paid in the month of March in each year, is also shown. \*\$511 of this amount was earned last year, but was not credited until this.

For Fiscal Year.	Amount contributed by Railways.	Amount contributed by Employees.	No. of Employees placed on Fund.	No. of retired Employees died.	Amount Paid for Retiring Allowances.	Average monthly Allowance paid in March.	Balance at credit of Fund.
	\$ cts.	\$ cts.			\$ cts.	\$ cts.	\$ cts.
1907-8.....	82,707 74	82,707 74	142	11	23,913 04	25 49	139,249 21
1908-9.....	75,306 41	75,306 41	88	17	64,067 63	25 63	225,898 31
1909-10....	69,949 70	69,949 70	168	17	103,628 20	26 30	255,585 08
1910-11.....	71,296 42	71,296 42	51	23	121,014 34	26 56	273,480 01
1911-12.....	81,119 81	81,119 81	29	23	125,131 32	26 04	309,234 71
1912-13.....	85,365 23	85,365 23	63	36	133,539 69	26 78	346,028 57

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..... \$170,730 46  
 And that the expenditures were..... 145,432 80

Surplus of contributions over expenditures..... \$25,297 66

The gross surplus, including interest, to the credit of the fund on March 31, 1913, was..... \$346,028 57

The Act provides that two members of the Provident Fund Board shall be elected annually, and it was therefore necessary in January, 1913, to arrange for the election of these two members to serve during the year ending March 31, 1914.

Notice calling for the nomination of candidates was accordingly posted as required by the rule, and the election was held in February, 1913.

The two members elected were—

WILLARD P. HUTCHINSON, Train Despatcher, I.C.R., Truro, N.S.

BLISS A. BOURGEOIS, Chief Clerk I.C.R., Moncton, N.B.

An order of the Governor-General in Council was passed on May 5, 1913, dissolving the Government Railways Managing Board, and appointing Mr. F. P. Gutelius, General Manager of Government Railways, so that from that date Mr. D. Pottinger ceased to be the chairman of the Provident Fund Board.

The personnel of the Board as at present constituted is as follows:—

F. P. GUTELIUS, General Manager, Canadian Government Railways, Chairman, Moncton, N.B.

T. C. BURPEE, Engineer of Maintenance, I.C.R., Moncton, N.B. } Appointed  
 D. McDONALD, Superintendent, I.C.R., Lévis, Que. } by the Minister.

WILLARD P. HUTCHINSON, Train Despatcher, I.C.R., Moncton, N.B. } Elected by the  
 BLISS A. BOURGEOIS, Chief Clerk, I.C.R., Moncton, N.B. } Employees.

D. POTTINGER,  
*Chairman.*

W. C. PAVER,  
*Secretary.*

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



PART IV

Report of the Government Chief Engineer of the Western  
Division of the National Transcontinental Railway

MR. COLLINGWOOD SCHREIBER, C.M.G.



*Office of the General Consulting Engineer to the Government and Chief Engineer of the Western Division of the National Transcontinental Railway.*

OTTAWA, CANADA, March 31, 1913.

SIR,—I have the honour to submit my annual report for the fiscal year ended the 31st of March, 1913, on the progress made with the construction of the Western Division of the Grand Trunk Pacific railway.

WESTERN DIVISION.

This division extends westward from the western boundary of the Winnipeg terminals to the City of Prince Rupert, the Pacific terminus.

For construction purposes, this division is divided into two sections, viz.:—

The 'Prairie Section,' extending from Winnipeg to Wolfe Creek, 915 miles in length.

The 'Mountain Section' commencing on the east bank of Wolfe Creek and extending to zero on the Grand Trunk Pacific Railway Company's dock at Prince Rupert, a distance of 830 miles.

PRAIRIE SECTION.

This section, though not absolutely completed according to contract, has continued to be successfully operated for public traffic for the entire year, which has been a great boon to the general public and to the settlers along the line of road.

The principal work executed during the year has been the maintenance and repairs of the buildings, structures, roadbed and permanent way. The works of construction, under the usual acceptation of the term, that have been done are the addition of three and four stalls, respectively, to the round houses at Melville and Watrous for the accommodation of the branch line engines. The erection of:—

4 freight sheds,	1 section house,
3 tool houses,	6 store houses,
2 station houses,	3 loading platforms.
3 stock yards,	

Improving the water service, the laying in of a few sidings and a small amount of bringing up to grade embankments that have settled or slid out.

The western approach to Winnipeg and the line through Edmonton are in the same condition as described in my annual report for the fiscal year ended the 31st of March, 1912. At neither of these points have the Grand Trunk Pacific Railway Company built a through trunk line, but I understand they are seeking legislation during the present session of Parliament to legalize agreements which they have entered into with the Canadian Northern Railway Company for the joint use of the tracks, etc., of the two companies at both points, and to accept such joint use as a compliance with the requirements of their charter and their agreement with the Government by which they were obligated to build a through line from Moncton to the Pacific coast.

MOUNTAIN SECTION.

The progress made with the construction of this section has been most unsatisfactory and disappointing. This, it is alleged by the Grand Trunk Pacific Railway

Company, is due to the unsettled condition of the labour market and to unforeseen difficulties that have arisen in connection with the transport and distribution of supplies and plant along the work, and I am assured that every effort possible has been made to procure labouring men, by having paid agents in the various towns on the lookout to secure them and by the conveyance of labourers over the Grand Trunk Pacific Railway to the works of construction, free of charge.

As regards the distribution of supplies and plant, I am aware that from 600 to 700 teams were engaged on this service during the winter season, and that the contractors built two large passenger and freight steamers at Tete Jaune Cache for service between that point and Fort George, but owing to the unusually light fall of snow in the Rocky Mountain in the winter of 1911-12, the river water subsided so rapidly that after three weeks service the steamers were put out of commission instead of being available for several months. Fortunately, on the east end of the Mountain section, during the winter season, supplies and heavy plant such as steam shovels, dinky engines and muck waggons had been taken in by sleighs over the ice down the Fraser River, otherwise the work would not even be as far advanced as it is.

On the western end of the road, the Grand Trunk Pacific Railway Company ascribe the slowness of progress to the dilatory manner in which the erection of the steel bridges proceeded; the work of tracklaying being delayed, causing much longer haul by team over very bad roads, at great cost, not less than 93 cents per ton per mile.

The present condition of the work may be summarized as follows:—

*From mile 0—Wolfe Creek—to mile 210—the crossing of the Rau Shuswap River.*—The grading, bridging and tracklaying are practically completed. On this distance, the road for 180 miles has received a good lift of ballast. Upon this section, the following buildings have been erected:—

22 way station buildings,	1 freight house,
2 section houses,	2 divisional stations,
23 tool houses,	2 round houses,
2 machine shops,	1 carpenter shop,
2 coaling plants,	4 water services.

Regular traffic trains are being operated over this 210 miles.

*From mile 210—Rau Shuswap River Crossing—to mile 245—Goat River Crossing.*—The grading and wooden bridges are about 95% completed and the erection of the steel bridge over the Rau Shuswap River will be completed about the 15th of April, proximo, when the tracklaying will be continued with only short interruptions, to the crossing of the Goat River, at which point it will be held up whilst the steel superstructure of this bridge is being erected.

*From mile 245—Goat River Crossing—to mile 275—second crossing of the Fraser River.*—About 48% of the grading is done, not including the 2,200 foot tunnel at mile 268, of which only 420 feet has been driven. The character of the material met with in driving this tunnel is a very wet greasy clay which is causing much trouble, but as a temporary line has been built around the tunnel, no delay will occur at this point to the tracklaying, which will probably reach the second crossing of the Fraser River by the 1st of July, 1913.

*From mile 275—Goat River Crossing—to mile 362—at Fort George.*—The work of clearing the right of way is far advanced towards completion. The grading has been opened up at a number of points, but only a small amount of it has, so far, been done; however, the winter season is being taken advantage of in rushing in supplies



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and plant with a view of prosecuting the work with vigour as soon as the spring opens.

*From mile 362—at Fort George—to mile 500—Burns lake.*—No work of grading has been done, but the clearing of the right of way is practically completed.

*From mile 500—Burns Lake—to mile 570—Bulkly Summit.*—About 35% of the grading has been executed, and the clearing of the right of way completed.

*From mile 570—Bulkly Summit—to mile 632—the crossing of Boulder creek.*—The grading is practically completed and the piles for the wooden bridges are driven.

The necessity for awaiting the construction of several steel bridges will, however, delay the tracklaying, as the erection of the steel superstructures can only be proceeded with as the track reaches in sequence each bridge.

*From mile 632—crossing of Boulder creek—to mile 830—zero on the Grand Trunk Pacific Railway Company's wharf at Prince Rupert.*—The grading, bridging and tracklaying are practically completed. A lift of ballast has been laid from mile 655 to mile 830—at Prince Rupert—175 miles, and the following buildings have been erected between mile 649 and mile 830:—

22 way station houses.	1 divisional station house.
22 latrines.	1 section house.
27 tool houses.	1 bunk house.
5 water services.	2 dock warehouses.

Upon the mountain section up to this date, there have been 13 tunnels driven, aggregating about 9,000 feet in length; 7 wooden snow-sheds have been built, of an aggregate length of 1,700 feet, and the following steel bridges have been erected, the figures show the number and length of the spans in each case:—

Wolf creek, 2 x 60 feet, 2 x 40 feet, 3 x 150 feet.
McLeod river, 2 x 70 feet, 2 x 40 feet, 4 x 210 feet.
Prairie creek, 9 x 50 feet, 5 x 70 feet.
Rocky river, 1 x 225 feet.
Athabasca river, 3 x 225 feet.
Snaring river, 2 x 225 feet.
Miette river—No. 1—1 x 90 feet.
“ ” 2—1 x 125 feet.
Boulder creek, 1 x 60 feet.
Grant's creek, 1 x 66 feet.
Moose river, 1 x 125 feet.
Fraser river No. 1—1 x 40 feet, 1 x 70 feet, 1 x 175 feet.
Glazier creek, 1 x 90 feet.
McLennan's creek, 2 x 70 feet, 1 x 100 feet.
Sand creek, 1 x 125 feet.
Rau Shuswap river, 1 x 30 feet, 7 x 40 feet, 9 x 60 feet.
Porphyry creek, 5 x 40 feet, 9 x 70 feet.
Mud creek, 5 x 40 feet, 6 x 60 feet.
Skeena river, 3 x 70 feet, 3 x 240 feet.
Ecstews river, 1 x 175 feet.
Kitsumkaylum river, 1 x 225 feet.
Ex-chom-siks river, 1 x 225 feet.
Zim-a-cord river, 1 x 225 feet.
Ka-its-siks river, 1 x 225 feet.
Zanardi rapids, 3 x 55 feet, 2 x 125 feet, 1 x 225 feet.

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I may here mention that public traffic trains are being operated from mile 649—New Hazelton—to mile 830—Prince Rupert—greatly to the accommodation of the residents along this section of road.

To summarize:—Of the 830 miles—the length of the Mountain section—the grading on 443 miles is practically completed; 408 miles of track laid; 355 miles have received a good lift of ballast, and on 391 miles public traffic is being conducted.

From mile 190 to mile 620, a very stiff indurated clay has been met with, for the greater part very wet, so much so that in many instances it is found to be impossible to hold it within the limits of the embankment, and it has, in many cases, slid out, carrying the original surface of the ground with it, and again in other cases, it lies in ledges as hard as solid rock, and is costly to handle. Such, I consider, under the specification, should be classed as solid rock. Both characteristics of this material have caused a considerable increase in the cost of the work, and have materially delayed its progress.

## EXPENDITURE UP TO 31ST MARCH, 1913.

The expenditure on the 'Prairie section,' . . . . .	\$35,894,376 91
Certified expenditure on the 'Mountain section' . . . . .	50,232,556 34
	\$86,126,933 25

The difference of expenditure on the 'Prairie section' up to March 31, 1912, and the expenditure up to March 31, 1913, is composed for the most part of interest on bonds.

I have the honour to be, sir,  
Your obedient servant,

COLLINGWOOD SCHREIBER,  
*Chief Engineer, Western Division, N. T. Ry.*

PART V

QUEBEC BRIDGE RECONSTRUCTION

REPORT OF CHAIRMAN OF BOARD OF ENGINEERS



DEPARTMENT OF RAILWAYS AND CANALS,  
BOARD OF ENGINEERS, QUEBEC BRIDGE,  
MONTREAL, August 27, 1913.

SIR.—I beg to report progress of work on the re-construction of the Quebec bridge for the fiscal year ending March 31, 1913, as follows:—

*Substructure.*—Fairly good progress was made on the construction of the masonry during the past year, although the work was delayed to a certain extent by extremely wet weather and strikes. Particular attention was paid during this season to the sinking of the caisson for the south main pier, and at the close of the season it was successfully sunk to bed rock some 86 feet below the bed of the river or 102 feet below extreme high water. The caisson was filled with concrete from elevation 1.0 to elevation 75.0, where the granite shaft of the pier will start. The material encountered during sinking was mainly sand with a sprinkling of boulders, and no serious difficulty was encountered during the entire operation.

The work on the south anchor pier consisted in excavating for the foundations. The borings at this point showed a shaley rock close to the surface and it was thought that a substantial foundation could be reached with little or no excavation. It was found, however, that there were pockets of clay and rotten shale, which necessitated one corner of the foundation being carried down nearly 30 feet below the surface of the ground. Satisfactory foundations were finally reached, however, and everything will be ready for an early start in the spring.

On the north side, the north intermediate pier, supporting the approach spans, was started early in the spring and has been entirely completed.

Work on the foundation of the north anchor pier was carried on during the greater part of the season. The rock foundation at this point shelved off very sharply and it was necessary to construct a coffer dam, as the site of this pier is below high water mark. Satisfactory foundations were uncovered, however, about the last of October, and before the season ended some eleven courses of masonry had been laid, amounting to about 6,800 cubic yards.

The work on the north main pier was also rushed ahead as fast as possible, but the work on this pier was delayed more than on the others on account of the difficulty in getting stone and by a strike of the stone cutters. The two caissons, however, were connected by concrete and steel arching and the shaft of the pier carried up to elevation 99.0 or 2 feet below extreme high water.

The status of the work up to March 31, 1913, is as follows:—

Structure.	Required.	Completed.	Remaining.	% Completed.
	C. yds.	C. yds.	C. yds.	C. yds.
North abutment.....	375	375	.....	100
North intermediate pier.....	1,666	1,666	.....	100
North anchor pier.....	17,736	6,806	10,930	39
North main pier.....	31,860	26,633	5,227	84
South main pier.....	38,269	27,893	10,376	73
South anchor pier.....	16,128	492	15,636	3
South abutment.....	26	.....	26	.....
Total.....	106,060	63,865	42,195	.....

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All the difficult work necessitating caissons and compressed air has been completed; the remainder of the work to be done is above high water and will present no problems, and, as a result, will be carried on much more rapidly than the work so far engaged in. It is expected, unless something unforeseen happens, that all the masonry will be completed during the season of 1913.

*Superstructure.*—During the past year the contractor for the superstructure has constructed a large plant at Rockfield for the purpose of fabricating steel required for the bridge. This shop is specially designed for handling the large members, most of the machinery and handling apparatus having been specially designed for this purpose. It is expected that when the shop staff gets fully organized that they will be able to turn out in the vicinity of 2,000 tons of finished bridge members per month. Actual manufacturing was started in February.

The following is a statement of the progress of manufacturing up to the end of March:—

	Tons.
Material ordered from the mills. . . . .	8,000
Material received from the rolling mills, Pittsburgh. . . . .	5,750
Material completely fabricated in the shops. . . . .	1,400
Material shipped to the bridge site. . . . .	800
Material erected. . . . .	370

The detail shop plans have progressed to such a stage that they are well ahead of the requirements of the shop.

Preparations are being made at the bridge site to start foundations for their crane runways and falsework in order that an early start may be made in the spring.

*Removal of unused material.*—The contract for the removal of the unused material at Belair and Chaudiere Curve was awarded to R. W. Mayer of St. John, N.B., and up to the end of March he has removed and paid for some 4,000 tons, being about one-third of the total quantity to be removed.

*Tests.*—During the past year the St. Lawrence Bridge Co. have made a series of tests at the laboratories of the Phoenix Bridge Co. under the supervision of the Board of Engineers. Some of these tests members were constructed to conform with the type of members being used in the design of the bridge, while others were tested to determine the actual relation between nickel and carbon steel. The results of these tests have shown that the members as designed are able to develop the strength called for by the specifications used in designing the bridge.

All of which is respectfully submitted.

C. N. MONSARRAT,  
*Chairman and Chief Engineer.*

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

## PART VI

## REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT

AND

Reports of Canal Superintending Engineers and Superintendents,  
Chief Engineer, Hudson Bay Railway, and Engineer  
in charge Dartmouth-Deans Branch, I.C.R.

FOR THE YEAR 1912-13.

- Ernest Marceau, Superintending Engineer, Quebec Canals.  
C. D. Sargent, Superintending Engineer, Ontario-St. Lawrence Canals.  
W. H. Sullivan, Superintending Engineer, Welland Canal.  
J. W. LeBreton Ross, Superintending Engineer, Sault Ste. Marie Canal.  
F. B. Fripp, Engineer-in-Charge, Sault Ste. Marie Canal.  
A. T. Phillips, Superintending Engineer, Rideau Canal.  
A. J. Grant, Superintending Engineer, Trent Canal.  
J. H. McClellan, Superintendent, Trent Canal.  
C. D. Sargent, Engineer-in-Charge, St. Peter's Canal.  
J. Armstrong, Chief Engineer, Hudson Bay Railway.  
J. L. Weller, Engineer-in-Charge, Welland Ship Canal.  
W. A. Hendry, Engineer-in-Charge, Dartmouth-Deans Branch I.C.R.





## OFFICE OF THE CHIEF ENGINEER.

OTTAWA, ONT., April 1, 1913.

SIR,—I have the honour to submit my annual report for the fiscal year ending March 31, 1913.

Attached hereto will be found the annual reports of the Superintending Engineers of the several canals, the Engineer-in-Charge of Improvements at Sault Ste. Marie, the Superintendent of the Trent canal, the Engineer-in-Charge of the Welland ship canal, the Chief Engineer of the Hudson Bay railway and the Engineer-in-Charge of the Dartmouth branch line, Intercolonial railway.

## CANALS.

The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on the west shore of Lake Superior, comprises 74 miles of canal with 48 locks and 1,155 miles of river and lake waters, or a total of 1,229 miles, the minimum depth of water being 14 feet. From Montreal to Duluth, at the south west of Lake Superior, the total distance is 1,354 miles, and to Chicago 1,286 miles. A summary of this route will be found in Part VII with details of the several works. At Port Arthur and at Fort William (about six miles apart), the Canadian Pacific railway gives connection westward and with the south at Fort William. A line of railway has been built from Fort William by the Grand Trunk Pacific railway to give communication with the Transcontinental railway and over that road from Winnipeg.

On this through route the approaches to the canals and the channels through the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation in the hands of competent pilots, both by day and night. In the cases of the Sault Ste. Marie, the Welland, the Cornwall, the Soulanges and the Lachine canals, they are well lighted throughout with electricity and are electrically operated. The Far-rans Point canal is lighted with acetylene gas.

Of the minor systems, the Murray, Trent, Rideau and Ottawa River canals may be considered geographically as branches from the through route. In operation, however, these canals serve a distinct traffic of a more local nature. Isolated from these above mentioned systems, the navigation of the Richelieu river and Lake Champlain is effected by the St. Ours lock and the Chambly canal; while, in the far east, the Bras d'Or lakes of Cape Breton are made accessible from the Atlantic by the St. Peter's canal.

Detailed information respecting the several canals is contained in an appendix.

The work executed during the past year has been almost wholly of the nature of improvements and repairs to existing works, the exception being in the case of the Trent canal, where the construction of an extension of the present system to an outlet on Lake Ontario is in progress.

## LACHINE CANAL.

On the Lachine canal the principal items of work have been the continuation of the rebuilding of the slope and vertical walls with concrete in the reach above Cote St. Paul lock, near Rockfield; the completion of the substructure of the Rockfield bridge and the erection of a Strauss bascule bridge with a 165 foot span; the installation of additional life protection devices consisting of iron ladders, fences, &c., and the

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dredging and various minor repairs necessary as more particularly described in the Superintending Engineer's report herewith attached.

## SOULANGES CANAL.

On the Soulanges canal the work of removing projections from the slopes and lining the latter with concrete was continued and is now completed, at any rate for the present. Further dredging was done at the site of the extension of the guard pier into Lake St. Francis. Ordinary repairs to locks, canal slopes, ditches, fences, &c., were carried out.

## CORNWALL CANAL.

On the Cornwall canal, besides executing various repairs and renewals, a contract was let for the improvement of the lower entrance to lock 15. The work principally consists of the construction of new cribwork and concrete north and south entrance walls.

## WILLIAMSBURG CANALS.

Construction on the long entrance pier below the Farrans Point lock, which will ensure safe navigation to upbound vessels through the treacherous eddy at this point, was continued.

At Morrisburg (Rapide Plat canal) the improvement of the lower entrance to lock 24, by widening and straightening the channel and constructing a timber and concrete approach wall on the north side of the entrance, was continued and is nearing completion.

At lock 28, Galops canal, the improvement of the upper entrance by the construction of a timber and concrete approach wall in the south side was completed and the work has already proved of great benefit to vessels using this lock.

## MURRAY CANAL.

On the Murray canal, the dredging of certain high areas was continued and is practically completed.

## WELLAND CANAL.

Messrs. Hogan and Macdonell's contract for improving the Port Colborne entrance was completed. A contract was entered into with M. J. Hogan for the removal of the old east entrance pier at Port Colborne, the extension of the east dock and the excavation of the entrance in front of the latter. This work is now in progress and the depth of water afforded will meet the requirements of the new ship canal.

## PORT COLBORNE ELEVATOR.

As detailed in the Superintending Engineer's report, attached hereto, the government elevator handled 11,600,000 bushels of grain, as compared with 7,000,000 bushels in 1911, and 4,000,000 in 1910, and its net surplus in earnings for the season was over \$28,000. This is a most satisfactory increase in business. The present elevator capacity is 800,000 bushels and a contract has been let, and is now under way, for the erection of an addition to the elevator which will provide a storage capacity of 2,000,000 bushels.

## WELLAND SHIP CANAL.

Preparation of contract plans for this large work was carried on all year and tenders will shortly be called for. An interesting description of the ship canal route and general arrangements is given in the report of the Engineer-in-Charge, attached hereto.

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## SAULT STE. MARIE CANAL.

The extension, 300 feet in length, to the north entrance pier, for which a contract was let in 1911, was completed, and better accommodation for vessels is thus provided.

The work of widening the lower entrance channel on both the north and south sides was commenced and completed during the season.

The traffic statistics of both the Canadian and American canals show a large increase over last year or any previous year. The freight tonnage through the Canadian canal amounted to 39,664,874 tons, an increase of 28 per cent; passengers numbered 37,753, a decrease of 2 per cent, and the registered tonnage totalled 25,789,654 tons, an increase of 33 per cent.

## RIDEAU CANAL.

Many repairs and renewals were carried out on this canal as detailed in the Superintending Engineer's report, attached hereto. The unusual rainfall during the whole season ensured a satisfactory depth of water for navigation, a rather unusual condition, as, during the later part of ordinary seasons, there is usually insufficient water owing to the limited area of the watershed upon which the canal is dependent for its water supply.

## TRENT CANAL.

On the Trent canal, upon which new construction is in progress, the extent under operation remains the same as in the previous year, namely 160 miles, extending from Lake Simcoe to Healey Falls, a point sixteen miles below the village of Hastings. Owing to the unprecedented rainfall during the whole season, it was practically impossible to regulate the flow of water and many complaints of land flooding arose therefrom.

A considerable amount of repairs and improvement was executed upon the completed portion of the canal.

The construction of the Burleigh Falls dam was completed, as was the Rosedale section, consisting of a new canal cut across the narrow peninsula between Cameron and Balsam lakes, the construction of a new lock and dam, and the dredging of channels at the entrances.

Plans and specifications are in course of preparation for new dams at Nassau and Fenelon Falls.

The work of water conservation for the canal system by rebuilding and repairing the dams on the various northern tributary waters of the canal watershed has received careful attention.

## ONTARIO-RICE LAKE DIVISION.

The construction of the Ontario-Rice Lake division is dealt with in an interesting and comprehensive report of the Superintending Engineer, which will be found in the appendices hereto.

This division, which extends from Trenton, on Lake Ontario, to Rice Lake, is 56½ miles in length and is divided for construction purposes into seven sections, all of which are under contract. It follows the River Trent and will comprise 9½ miles of canal, 13 miles of subaqueous channels, and 34 miles of deep river. The total rise between low water level on Lake Ontario and normal navigation level on Rice Lake is 369 feet, to be overcome by 18 locks. The river and canal levels will be controlled by 14 dams, and 18 bridges are required, all of which, except one, will be swing or bascule spans. Up to end of fiscal year, 16 locks, 10 dams, and 12 bridges have been built. The locks are concrete, with 8 feet 4 inches of water on the sills; they are 175 feet long between the hollow quoins and 33 feet wide, accommodating barges of 1,000

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tons, about 150 feet long and 30 feet beam, drawing 8 feet of water. The work involved requires the removal of about 1,500,000 cubic yards of earth, 1,250,000 cubic yards of rock, loose and solid, and the building of about 400,000 cubic yards of concrete. The approximate cost is set down at \$6,750,000, of which the estimated value of the seven contracts for the seven sections totals \$5,100,000 on which there has been expended for work done and material delivered up to March 31, 1912, the sum of \$3,503,422.18, or about 70 per cent of the estimated value at contract rates of the seven contracts. Details of the work done will be found in the above mentioned report of the Superintending Engineer.

## HOLLAND RIVER DIVISION.

The government decided to abandon further work on this division, and accepted a surrender of the York Construction Company's contract on December 31, 1911. A special agreement was entered into with the York Construction Company for the execution of certain unavoidable work required before operations could be finally abandoned, and this work was completed in June last.

## LAKE SIMCOE—GEORGIAN BAY DIVISION.

A thorough survey of the Severn river is under way with a view to preparing plans and specifications for canalizing the river to the same dimensions as the Ontario-Rice Lake division.

## HYDROGRAPHIC SURVEYS.

Surveys are being carried on intermittently with the object of making a complete and reliable set of charts of the chain of lakes which form part of the Trent navigation. So far, very little of the field work has been plotted.

## ST. PETER'S CANAL.

The construction of the new lock and entrance at the Atlantic end of the canal was proceeded with during the season without any interference with the navigation of the canal. The progress made on this work was disappointing, principally due to the continued extremely wet weather.

## HUDSON BAY RAILWAY.

Contracts were let during the year for sections 2 and 3 to Mr. J. D. McArthur, thus placing under contract the whole line from The Pas to the Hudson Bay terminus, Port Nelson—420 miles.

At the end of this fiscal year, grading has been practically completed from The Pas to Mile 70 and clearing to Mile 185.

The bridge across the Saskatchewan river, at The Pas, consisting of four fixed spans of 147 feet in length each and a swing span of 262 feet in length, is rapidly nearing completion, the erection of the superstructure being well advanced.

A survey and engineering party went in to Port Nelson by Steamer Beothic last summer for the purpose of surveying, investigating and preparing preliminary designs of harbour development at this port. This party is engaged on this work at present.

## DARTMOUTH BRANCH LINE.

This line from Dartmouth, N.S., to Upper Musquodoboit is 67 miles long and is under contract for construction to M. P. & J. T. Davis. Clearing was finished in 1912 and grading has been carried on at some ten or more points on the whole line where

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the work was the heaviest. The progress made has been fair considering the difficulty experienced of an extremely wet season.

## NORTHUMBERLAND STRAITS CAR FERRY.

A contract was let during the year to the Sir W. G. Armstrong, Whitworth Company of Newcastle-on-Tyne, England, for the construction of an ice breaking car ferry steamer to run between Cape Tormentine, N.B., and Carleton Point, P.E.I., a distance of 8 miles.

Plans have been prepared for harbour works, landing piers, &c., at these points and tenders are now being called for by advertisements for the same.

In addition to the supervision of the works of construction and operation, numerous investigations of a technical nature have engaged the attention of the members of this branch. These investigations arise from damage claims, the submission of plans affecting property or interests of this department, applications for leases, railway inspections for subsidy and guarantee bond purposes, &c.

I have the honour to be, sir,  
Your obedient servant,

W. A. BOWDEN,  
*Chief Engineer.*

A. W. CAMPBELL, Esq.,  
Deputy Minister,  
Department of Railways and Canals,  
Ottawa, Ont.

DEPARTMENT OF RAILWAYS AND CANALS.  
QUEBEC CANALS,  
SUPERINTENDING ENGINEER'S OFFICE.  
MONTREAL, August 12, 1913.

SIR,—I have the honour to submit herewith my annual report on the works under my charge, for the fiscal year ended March, 1913.

This division comprises the Lachine and Soulanges Canals on the St. Lawrence route; the Ste. Anne, Carillon & Grenville Canals, on the Ottawa River and the St. Ours and Chambly Canals on the Richelieu river.

Of these the Lachine is by far the most important owing to immediate connection with the Harbour of Montreal.

## LACHINE CANAL

Length  $8\frac{1}{2}$  miles, total rise 45 feet, 5 locks 270 ft. x 45 ft. with 14 ft. on sills, 5 old locks 200 ft. x 45 ft. with 9 ft. of water on sills, still available to navigation.

## REPAIRS AND RENEWALS.

Besides the usual maintaining of the canal structures in good condition throughout the year, the following special items of work were performed.

*Spare lock gates.*—All the spare lock gates, which are kept underwater, were raised and put ready for emergency.

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*Mooring posts.*—100 old wooden mooring posts were removed and replaced by heavy cast iron posts set in concrete bases.

*Walls.*—A piece of wall on the north side of the upper entrance above old lock No. 5, was practically rebuilt.

*Concrete work.*—A number of broken coupling stones on locks Nos. 1 and 2 were raised and replaced by blocks of reinforced concrete. A concrete retaining wall was built at the northeast corner of Black's bridge. Concrete sidewalks were laid at both ends of bridges Nos. 4 and 5. A ramp leading into St. Gabriel shed No. 4, was overhauled, the sidewall rebuilt with concrete and the roadway paved with granite blocks resting on a concrete foundation.

*Buildings.*—The Statistical Officer's office at lock No. 2, was remodelled, the walls burlapped and painted. A hot water furnace was also installed in it.

*Life protection devices.*—A permanent iron fence, set in concrete, was erected from the north end of Black's bridge to a point opposite the lower entrance to south lock No. 2. Another was set in the masonry at the south corner of lock No. 2. Similar fences were placed around the northeast and northwest corners of North Basin No. 1.

One hundred iron ladders were placed in the concrete and stone walls in the eastern division of the canal, the total number of such ladders at present installed is 557. They are formed of 9, 10 or 11 rungs.

Ninety-five life-saving sets, consisting of a wooden buoy, a rope 50 ft. long and a pole 22 ft. in length with a three prong grappling iron attached, were placed at various points along the entire length of the canal during the year.

*Bridge gates.*—Drop gates were installed at both ends of bridges Nos. 1, 2, 4 and 5.

#### OPERATION.

This canal was unwatered on the 1st, and re-opened for navigation on the 28th April, 1912. It was closed for the winter on the 5th December last.

Navigation was interrupted twice during last season, on account of accidents to lock gates.

At 5 p.m. on the 18th June, 1912, the SS. *Zapotee*, while being locked through lock No. 4, broke her moorings and, colliding with the south upper gate, threw it down. Repairs were completed the following day at 7 a.m.

Another accident took place on the 24th September last, at 5.45 a.m., when the S.S. *Nevada*, westward bound, collided with the lower gates of lock No. 3, causing serious damage to them. Another vessel, going in the same direction was in the act of going out of the lock at the time. She was carried down, stern first through the lock into the reach below. Neither of the vessels was seriously injured.

A new pair of gates were in working order at 1.30 p.m. on the 26th, navigation having been interrupted, as far as the larger craft were concerned, during 55 hours.

#### CAPITAL.

*Concrete vertical walls.*—This work which has been proceeding for several years, was continued by Messrs. Hancy, Quinlan & Robertson, during last summer. Some 6½ miles of walls had been laid at the expiration of the contract, on the 1st December, 1912.

A new contract for the balance of the work was awarded to Messrs. Hugh Quinlan, Angus W. Robertson & Roger Miller, on the 1st April, 1913.

*Bascule bridge at Rockfield.*—This bridge, which is of the bascule type, is now practically completed. Its span is 165 ft. and provision has been made for a double track of street railway over it.

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The concrete substructure was done under contract by Messrs. Haney, Quinlan & Robertson and the superstructure manufactured and erected by the Dominion Bridge Co.

*Improvements at lock No. 4.*—This work consists of removing a portion of the south bank forming an outward curve above lock No. 4, building a new power station, &c.

Some land required for the improvements having only been secured towards the end of the last fiscal year, nothing could be done during 1912-13, but at the time of writing, the work is well under way.

## DREDGING.

The dredging fleet came out of winter quarters on the last day of April, 1913, and two days later, was engaged removing stone blasted off the banks of the canal near the Canadian Pacific railway swing span at Lachine. The vessels left for the head of the Soulanges canal on the 1st of June and resumed work in connection with the protection works at that point.

Some dredging was also done in connection with the concrete lining of the Soulanges canal slopes between locks Nos. 3 and 4.

On the 15th October, the fleet returned to the Lachine where it was engaged dredging at various points until it went into winter quarters on the 23rd November.

## REPAIRS TO VESSELS.

The Quebec Canals Dredging Fleet comprises two tugs, the *Frank Perew* and the *Carillon*, one steam spoon dredge, one steam derrick, two dump scows, thirteen flat scows and a floating storehouse.

The machinery in both the tug *Frank Perew* and the steam dredge and the hulls and decks of most of the other vessels were carefully overhauled and repaired during last winter.

## SOULANGES CANAL.

Length 14 miles, 5 locks 270 x 45 feet, 15 feet of water on the sills, total rise 84 feet.

## REPAIRS AND RENEWALS.

*Locks.*—The stony sluices of lock No. 1 were taken out during the winter and the tracks and rollers renewed.

*Cast-iron mooring posts.*—Twenty of the mooring posts between locks Nos. 4 and 5, which had been displaced by vessels' lines, were dug out and the concrete blocks in which they are set increased in size.

*Ditches.*—3 miles of ditches were deepened during last summer, viz:—1 mile on the south bank below lock No. 3 and 2 miles between St. Emmanuel bridge and lock No. 5.

*Canal slopes.*—A considerable quantity of stone from the canal quarry was placed on the slopes to replace the original stone lining which is gradually falling down to the bottom of the canal.

*Fences.*—3 miles of fence were renewed between St. Dominique bridge and lock No. 4.

*Range lighthouse.*—One of the range lighthouses at the foot of the canal, which had become out of plumb, was reset and its base strengthened.

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*Painting.*—The following structures were painted during the year:—Bridge on the road from Cascades Pt. to Vaudreuil, fences at the upper entrance, the outside of the Overseer's house, 4 range light houses, the inside of the Statistical Officer's office and also all the electric line posts, 150 in number.

*Derricks.*—Two hand derricks of over 5 ton capacity were built for the purpose of handling the steel stop logs provided during the year.

## OPERATION.

Navigation was conducted without any interruption on this canal during last season.

A collision took place on September 9, 1912, between the steamer *Dundurn* and the steamer *Port Colborne* in the vicinity of the St. Dominique swing bridge. As a result of it the *Dundurn* struck the pivot pier of the bridge with such force as to tilt several inches; the superstructure was also considerably damaged. However, owing to the fact that the swing was almost fully open at the time, the channel was not blocked and navigation went on uninterruptedly.

## CAPITAL.

The syphon culvert which passes the waters of Rivière a la Graisse under the Soulanges canal, having been made too small to quickly let these waters through in times of flood, a number of small bridges on adjoining farms had been destroyed. Five of them were replaced during the year. The abutments are made of concrete and the floor consists of iron beams supporting a reinforced concrete slab.

*Steel stop logs.*—Eighteen trussed steel stop logs were purchased last year for lock No. 1, in anticipation of heavy repairs to be done in connection with the sill and gates of this lock and also for future use in case of a break. They are calculated to resist, with safety, the pressure of 26 feet of water.

*Stopping leaks and trimming slopes.*—Messrs. Haney, Quinlan & Robertson resumed work on this contract on June 13, 1912, and ceased operations on the 26th October following, having during that period lined 6,770 lineal feet of slope.

The whole of the lining was done on the south side, the really dangerous sections of which have now been made safe. The various sections thus treated aggregate 22,409 feet in length. This work may be considered finished for the present, but, eventually it will become necessary to continue it on account of the gradual washing away of the soft clay forming the slopes, by the waves created by passing vessels.

*Protection works at upper entrance.*—At the end of last year, the contractors had not yet commenced operations. As for the dredging in connection with this contract, it is being done by the department. Our dredge No. 2 was at work here for a month or so and our clam shell dredge about twice as long. The total quantity of material removed from the channel was about 8,000 cubic yards.

## STE. ANNE'S LOCK.

Length  $\frac{1}{2}$  mile, one lock 200 x 45 feet, 9 feet of water on the sills. Old lock still available 200 x 45 feet, 6 feet of water on the sills.

## REPAIRS.

Nothing but ordinary repair work was done here during the year. The banks of both entrances, the locks and lock gates, the two piers of the south channel and the



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mooring pier at Ile aux Tourtes, the Superintendent's and Statistical Officers' houses, &c., received the necessary attention.

OPERATION.

Navigation was not interrupted here during the season.

Owing to the very heavy increase in the lockages through the single lock here, due to the passage of a large number of barges bringing sand from the lake of Two Mountains to Montreal, and also to motor boats running up and down between this lake and lake St. Louis, it has become imperative to install electric motors for the operation of the lock gates.

An amount will be placed in the estimates next session for the purpose.

CARILLON AND GRENVILLE CANALS.

*Carillon Canal*.—Length  $\frac{3}{4}$  mile, two locks 200 x 45 ft., 9 ft. of water on the sills, total rise, 16 ft.

*Grenville Canal*.—Length  $5\frac{3}{4}$  miles, five locks 200 x 45 ft., 9 ft. of water on the sills, total rise 43 $\frac{3}{4}$  ft.

REPAIRS AND RENEWALS.

Besides keeping the locks, buildings, roads, &c., in good repair, very little was done here under the above head during the last fiscal year.

The only item worth mentioning was the taking apart and rebuilding of two pairs of spare gates for lock No. 2 and lock No. 5 respectively.

INCOME.

*Carillon Dam*.—On account of high water it has been found impossible to undertake the lengthening of the apron of a section of this dam during the last fiscal year. Most of the timber required has, however, been purchased, and it is the intention to begin the work as soon as the condition of the river will permit.

ST. OURS LOCK.

Length  $\frac{1}{2}$  mile, one lock 200 x 45 feet, 7 feet of water on the sills, rise 5 feet.

REPAIRS.

Under this head there is nothing to record, except the maintaining of the structures in good repair.

INCOME.

*Removing boom piers*.—The three last remaining cribwork piers along the east side of the lower entrance were removed last fall and piles driven on their sites for the foundation of the proposed new concrete piers. Owing, however, to the continued high water, nothing further could be done. This work will be completed during the fall of 1913.

CHAMBLY CANAL.

Length 12 miles, 9 locks 118 x 22 $\frac{1}{2}$  feet, 6 $\frac{1}{2}$  feet of water on sills, total rise 74 feet.

REPAIRS AND RENEWALS.

The most important items of work done under this head during the last fiscal year were:—1st, the renewal of the bottom of locks Nos. 2 and 4, the old planking

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being removed and replaced by concrete; 2nd, the cleaning, by the sand blasting process of three steel swing bridges; 3rd, the completing of the lodgings of the keeper of bridge No. 3; 4th, the installation of two electric motors, one of 40 horsepower in the sawmill and the other of 10 horsepower to run our large wood planer.

## INCOME.

*New electric station.*—As reported last year, this station was fully completed and equipped with the exception that the switchboard had not been received.

The lighting of the canal with incandescent, instead of arc lamps, has proved a success. There are 268 60 c.p. lamps, placed about 400 feet apart in the reaches, 2 at each bridge and 4 at each lock.

*St. Johns wharf.*—The new wharf built here in 1911 was partly filled in last year with material dredged out of the canal entrance and from the bed of the river in front of the wharf.

The work will be completed in 1913.

*Dump scow and spare gates.*—A small dump scow of some 50 cubic yards capacity and a pair of spare gates were constructed at our own shops during last winter.

## OPERATION.

This canal was opened to navigation from May 1 to December 1, 1912, without interruption.

## BEAUHARNOIS CANAL.

## REPAIRS.

*Hungry Bay Dyke.*—This dyke and the highway on top of it have been carefully maintained during last year, and about 100 tons of crushed stone placed along it for future repairs.

## INCOME.

*Removal of obstruction in the Lost Channel.*—The remains of the stone piers of an old bridge, which formerly spanned the Lost Channel between the mainland and the Grand Isle de Beauharnois, near St. Timothy, and which was replaced by a steel span built by the Department fifteen years ago, were removed last summer.

The disappearance of those obstructions will prevent ice jams, which were a danger to the present bridge every spring. It has already proved beneficial to the mills using this channel as a tail-race.

*Lake St. Francis.—Protection of shores.*—Owing to the scant fall of snow in the beginning of last winter, it was impossible to haul stone for this work until February, 1912, and work could only be carried on up to the last week in March. During that period, protection walls were built as follows:—south shore, 2,500 lineal feet, north shore, 1,620 lineal feet.

*Hungry Bay Dyke Road.*—The section of this road extending from the western limit of the town of Valleyfield and the eastern end of Hungry Bay, some 3500 feet in length, was macadamized during the summer and fall of 1912, the crushed stone being supplied under contract by Mr. V. Lamothe and the preparing of the road bed, the spreading and rolling of the metal being done by days' labour.

## SURVEYS AND INSPECTORS.

The general plan of the upper section of the Soulanges Canal has been completed and the balance of this plan is now ready to ink in.

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During last summer, a survey of the Government property from the head of the Beauharnois Canal to Knight's Point on Lake St. Francis, was also made and plotted.

CANAL STORES.

The inspector of canal stores in this Division reports a marked improvement in the bookkeeping at all our stores. The stocks have been considerably reduced and the methods now followed in receiving materials and delivering them out of the stores make for economy and the prevention of waste.

The works under the head of Capital and Income, on the Lachine Canal, are under the immediate supervision of Lt. Col. H. R. Lordly, C.E., and Mr. L. S. Pariseau, C.E., is in charge of Capital and Income work on the other canals in this Division.

I have much pleasure in stating that both of them, and the engineers under them, have discharged the duties entrusted to them during last year in a manner creditable to themselves and very satisfactory to me.

I have the honour to be,

Sir,

Your obedient servant,

ERNEST MARCEAU,

Suptg. Engr. Quebec Canals.

W. A. BOWDEN, Esq.,  
Chief Engineer, Railways and Canals,  
Ottawa, Ont.

LACHINE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of new lock No. 1 at lower entrance and new lock No. 5 at upper entrance during the fiscal year ending March 31, 1913.

Months.	New Lock No. 1, Lower Sill.				New Lock No. 5 Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
	ft.	in.	ft.	in.	ft.	in.	ft.	in.
1912.								
April.....	37	0	21	5	18	11	14	8
May.....	23	6	19	0	19	11	18	0
June.....	23	7	18	2	20	10	17	8
July.....	18	2	15	10	17	8	16	3
August.....	16	2	15	2	16	4	15	9
September.....	15	8	15	1	16	0	15	8
October.....	16	7	14	5	16	5	15	2
November.....	19	1	15	9	17	10	15	6
December.....	18	11	16	0	17	4	15	6
1913.								
January.....	31	8	16	9	19	1	15	9
February.....	34	5	29	1	17	5	15	8
March.....	38	10	27	0	19	10	15	5

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## SOULANGES CANAL.

STATEMENT showing the depth of the river water on the mitre sill of lock No. 1 at lower entrance and lock No. 5 at upper entrance during the fiscal year ending March 31, 1913.

Months.	Lock No. 1, Lower Sill.		Lock No. 5, Upper Sill.					
	Highest.	Lowest.	Highest.	Lowest.				
1912.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April.....	22	3	19	9	17	8	16	0
May.....	22	2	19	4	18	2	17	0
June.....	22	2	19	2	18	2	17	3
July.....	18	11	17	0	17	3	17	9
August.....	18	1	17	7	17	0	16	9
September.....	17	8	17	6	16	9	16	9
October.....	18	2	17	3	16	9	16	6
November.....	19	2	17	9	18	0	16	3
December.....	18	9	18	1	16	7	17	2
1913.								
January.....	20	9	18	5	18	0	16	6
February.....	21	4	20	0	18	0	16	8
March.....	22	5	20	0	18	4	16	8

## CHAMBLY CANAL.

STATEMENT showing the depth of the river water on the mitre sills of lock No. 9 at lower entrance and lock No. 1 at Upper entrance during the fiscal year ending March 31, 1913.

Months.	Lock No. 9, Lower Still.		Lock No. 1, Upper Sill.					
	Highest.	Lowest.	Highest.	Lowest.				
1912.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April.....	22	0	13	2	13	6	9	7
May.....	17	3	15	0	12	7	11	2
June.....	17	1	12	11	12	1	9	11
July.....	12	7	10	1	10	1	8	5
August.....	10	8	9	2	8	10	7	9
September.....	11	4	9	11	8	8	7	9
October.....	12	4	10	5	9	2	7	11
November.....	14	8	11	8	10	0	8	8
December.....	13	10	11	5	10	9	9	2
1913.								
January.....	15	10	10	9	10	5	9	2
February.....	15	7	13	8	10	5	9	3
March.....	21	2	12	0	13	10	9	0

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ST. OURS LOCK.

STATEMENT showing the depth of the river water on the mitre sills of the St. Ours lock during the fiscal year ending March 31, 1912.

Months.	Lock No. 1, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1912.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April . . . . .	24	7	12	6	19	8	9	8
May . . . . .	17	4	13	11	13	7	11	11
June . . . . .	17	6	11	6	13	7	10	5
July . . . . .	11	2	8	8	10	7	9	0
August . . . . .	9	4	7	8	9	10	8	4
September . . . . .	8	9	7	7	10	6	9	9
October . . . . .	10	2	7	1	11	4	10	0
November . . . . .	12	9	9	0	12	10	11	1
December . . . . .	13	0	9	10	11	11	9	2
1913.								
January . . . . .	16	4	10	11	12	6	9	0
February . . . . .	15	0	12	6	11	0	10	0
March . . . . .	22	3	13	6	17	3	9	7

CARILLON CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 1 at lower entrance and Lock No. 2 at upper entrance during the fiscal year ending March 31, 1913.

Months.	Lock No. 1, Lower Sill.				Lock No. 2, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1912.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April . . . . .	18	0	12	5	17	7	10	3
May . . . . .	20	0	16	8	19	10	16	0
June . . . . .	20	3	15	6	19	10	15	4
July . . . . .	15	4	13	1	15	3	12	4
August . . . . .	13	2	12	5	12	3	11	7
September . . . . .	12	8	12	5	11	9	11	5
October . . . . .	14	0	11	11	13	6	10	3
November . . . . .	15	11	13	7	15	4	13	5
December . . . . .	15	4	13	6	17	2	13	6
1913.								
January . . . . .	14	8	13	5	19	4	12	5
February . . . . .	14	8	13	7	16	9	13	2
March . . . . .	19	9	14	1	16	10	12	0

## GRENVILLE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 3 at lower entrance and Lock No. 7 at upper entrance during the fiscal year ending March 31, 1913.

Months.	Lock No. 3, Lower Sill.				Lock No. 7, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
	ft.	in.	ft.	in.	ft.	in.	ft.	in.
1912.								
April.....	21	8	14	5	18	10	10	3
May.....	24	8	20	6	21	4	17	8
June.....	26	9	18	0	21	5	16	2
July.....	18	6	15	1	15	11	12	6
August.....	15	1	14	2	12	7	11	9
September.....	14	4	13	11	11	11	11	0
October.....	16	7	13	8	14	0	11	1
November.....	18	11	16	4	16	7	14	0
December.....	19	11	16	1	14	6	12	10
1913.								
January.....	22	2	15	4	13	11	12	7
February.....	22	8	17	3	13	2	11	10
March.....	24	2	17	6	19	0	11	6

## STE. ANNE'S LOCK.

STATEMENT showing the depth of the river water on the mitre and mud sills of Ste. Anne's Lock, at the lower and upper entrance during the fiscal year ending March 31, 1913.

Months.	Lock No. 1, Lower Mitre.				Lock No. 1, Mud Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
	ft.	in.	ft.	in.	ft.	in.	ft.	in.
1912.								
April.....	14	2	10	2	15	11	10	11
May.....	15	8	13	0	17	8	14	11
June.....	15	10	12	7	17	10	13	11
July.....	12	5	11	3	13	8	11	9
August.....	11	11	10	9	11	8	11	2
September.....	10	11	10	9	11	4	11	2
October.....	11	4	10	4	12	7	10	10
November.....	12	8	11	2	14	3	12	6
December.....	12	6	11	4	13	5	12	0
1913.								
January.....	13	7	11	2	12	11	11	9
February.....	12	11	11	5	12	5	11	10
March.....	15	6	11	8	16	9	12	0

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STATEMENT showing the date of closing and opening of the Quebec canals for season of 1912-13.

Name.	Opening.	Closing.
Lachine Canal .....	May 1, 1912.	December 5, 1912.
Soulanges Canal .....	April 28, 1912.	" 6, 1912.
Chambly Canal .....	May 1, 1912.	November 30, 1912.
St. Ours Lock .....	May 1, 1912.	" 30, 1912.
C. & G. Canals .....	May 1, 1912.	" 30, 1912.
Ste. Anne's Lock .....	April 25, 1912.	" 30, 1912.

W. A. BOWDEN, Esq., C. E.,  
 Chief Engineer,  
 Department of Railways and Canals,  
 Ottawa, Ont.

## DEPARTMENT OF RAILWAYS AND CANALS.

## ONTARIO—ST. LAWRENCE CANALS,

## SUPERINTENDING ENGINEER'S OFFICE.

CORNWALL, April 1, 1913.

SIR,—I have the honour to submit my annual report on the maintenance and operation of the Ontario-St. Lawrence Canals for the fiscal year ending March 31, 1913.

The Ontario-St. Lawrence Canals comprise the Cornwall, Farran's Point, Rapide Plant and Galops Canals, the North Channel below Prescott, on the St. Lawrence Route, and the Murray Canal between the head of the Bay Quinte and Brighton Bay on the north shore of Lake Ontario.

## CORNWALL CANAL.

The Cornwall Canal was opened for navigation on April 29, and closed December 10th.

*Accidents.*—On Monday evening, May 27, the Imperial Oil Company's steam barge *Imperial*, downbound, entered Lock No. 17 at too high a rate of speed and carried away both lower gates. The rush of water from the upper level carried out both upper gates, breaking the fastenings to lock walls. The spare gates, which are stored in the river at the foot of old canal, were carried out into deep water by the flood from above, rendering them difficult of access, and this fact and the necessity of removing a very large quantity of gravel from lock, coupled with extremely bad weather conditions, rendered the work of repair unusually slow, and navigation was not resumed till Friday afternoon, May 31st.

On June 5th, the steamer *India*, belonging to The Calvin Co., downbound, collided with the south lower gate of lock No. 20, forcing the gates apart about three feet at the top and very nearly carrying them out.

The upper gates were speedily closed and the water lowered in lock. The damaged gate, which was badly strained, was taken out, examined, and resteped, and again brought into use. Navigation was interrupted about 10 hours.

## RENEWALS AND REPAIRS.

The masonry coping on south side lock No. 15 was lifted, reset, and reinforced behind with concrete throughout its entire length.

The coping of masonry approach wall west of the Cornwall bridge on the south side of canal was reinforced behind with concrete for a length of 650 feet.

While the canal was unwatered in the month of April, 675 lineal feet of riprap west of Cornwall bridge on the north side was rebuilt and faced with concrete.

Eight iron mooring posts set in concrete were placed along the south of basin between locks 15 and 17, and six on the south bank above lock No. 18.

A pile and timber approach to dock at Mille Roches was constructed to aid vessels in approaching and leaving this dock. The work was done by the canal repairs staff.

A steel highway bridge was constructed under contract with the Hamilton Bridge Works Co., and placed in position across old lock No. 17 to replace the old wooden pontoon bridge, which had reached a stage beyond repair.

A new wooden pontoon, 30 ft. x 20 ft., was constructed by the canal repairs staff for the purpose of lifting out the bridge to admit vessels to the repairing basin below. It is very satisfactory.



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The work of enlarging and improving the repairing basin between old locks No. 16 and No. 17, commenced in 1911, was completed during the summer of 1912.

This basin now has a total area for the docking of vessels of 260 feet x 300 feet, and is greatly appreciated and constantly used by owners of vessels of all descriptions in need of repair.

The four gates badly damaged by str. *Imperial* were rebuilt and are being held in readiness as spare gates for locks No. 15 and No. 17.

The lower gates of lock No. 20, damaged by str. *India*, were taken out on November 18, and replaced with the spare gates.

The damaged gates were placed in repair basin and thoroughly overhauled and repaired during the winter.

Spare gates for locks No. 18 and No. 20 were thoroughly repaired and painted.

The seven new automatic emergency gates for the supply weir at the Guard Gates, which were constructed about a year ago, will be placed in position before the opening of navigation this month. The gates are constructed of oak timbers reinforced with steel I-beams.

The buildings at all of the locks throughout the canal received one coat of paint.

Ordinary repairs to lock gates, structures of all kinds, and rip-rap, were carried out during the year, as well as the cleaning of ditches, cutting of weeds, &c.

*Improvements.*—A contract was entered into with Mr. G. R. Phillips in June, 1912, for the improvement of the lower entrance to lock No. 15.

The work consists of the removal of the old north entrance wall below the lock for a distance of about 300 feet, and the construction of a new cribwork and concrete entrance wall, 570 feet in length, on a new location, the rebuilding of the lower wing walls of lock and also the tearing down and rebuilding of the south entrance wall.

The work when completed will provide a safer and easier approach to the canal from the river and provide increased harbour room without interfering with the channel now used by vessels passing down the river.

## THE WILLIAMSBURG CANALS.

The Williamsburg canals were opened for navigation on April 29, and closed on December 13, and were operated throughout the season without serious damage and without any delay to navigation.

*Accidents.*—The steamer *McVittie*, owned by the Ogdensburg Coal and Towing Company, struck the south wall at the lower entrance to lock No. 23, Rapide Plat canal, on September 12, displacing the coping stones for a length of about 80 feet.

The sum of \$200 has been deposited by the owners of this vessel to cover cost of repairs, which will be made before the opening of navigation this month.

The location of the entrance piers to this lock, coupled with the strong and variable current in the river, make this lock difficult of approach under a proper rate of speed and frequent collisions with the entrance walls result.

*Renewals and repairs.*—Forty-nine iron mooring posts, set in concrete bases, were placed along both sides of lock No. 22, Farran's Point canal, and the old wooden posts removed. Fourteen posts of the same description were also placed along the south side of lock No. 28, Galops canal.

Stop logs were provided and placed in the north wheel pit of town power house at Iroquois, and the wheel pit pumped out to enable town to make extensive repairs to water wheel.

Six reinforced concrete culverts were constructed over the government ditch west of Iroquois to replace old wooden bridges badly decayed.

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The upper gates of lock No. 27, Galops canal, were taken out, before opening of navigation, and replaced with a new pair.

A new floor was placed on the large supply weir at this lock.

The upper gates of lock No. 28, which had been removed after the close of navigation in 1911 and repaired during the winter, were placed in position before the opening of navigation.

Two watering places for cattle were constructed at the north channel below Prescott to compensate farmers for being deprived of access to the river for this purpose by the construction of this work.

Ordinary repairs to gates, lock houses, bridges, weirs and riprap were attended to, as well as the cleaning of ditches and cutting of grass and weeds, &c.

#### FARRAN'S POINT CANAL—IMPROVING LOWER ENTRANCE.

Work upon this contract, which was entered into with the Randolph MacDonald Co., Ltd., on the 22nd May, 1911, and which provides for the extension of the north-east entrance pier a distance of 1,140 feet, was commenced on the 17th June, 1911, and continued throughout the following winter.

In the spring of 1912, a large number of concrete blocks were made, but, owing to the extremely high water in the river, the work of levelling cribs to receive the concrete walls was not commenced till the latter part of August, after which date the work was vigorously prosecuted and good progress was made. During the past winter a portion of the top of old cribwork was removed and the work of levelling and repairing this old cribwork to receive concrete walls was commenced on March 15th, and is still in progress. The work on this contract will be completed before the end of the present season.

#### RAPIDE PLAT CANAL—IMPROVING LOWER ENTRANCE TO LOCK NO. 24.

Work on this contract, which was entered into with Messrs. Roger Miller & Sons on September 2nd, 1911, was commenced on September 28th, 1911, and continued without interruption till January 17, 1912, when it was closed for the season.

Work was resumed on April 15th, 1912, and good progress was made throughout the season.

The work as designed comprises the widening and straightening of the canal immediately below the lock and the construction of a timber and concrete approach wall on the north side of the lower entrance to lock. With the exception of the dredging, the work is nearing completion, and it is confidently expected that the whole of the works embraced in this contract will be completed by the end of the present season.

#### GALOPS CANAL—IMPROVING UPPER ENTRANCE TO LOCK NO. 28.

Work on this contract, which was entered into with the Randolph MacDonald Co., Ltd., on June 30, 1911, was commenced in July, 1911, and finally completed in a satisfactory manner on October 26, 1912.

The work as originally designed provided for the construction of a timber and concrete approach wall on the south side of the upper entrance to Lock No. 28, used by all down bound vessels of too great a draft to pass through the Galops rapids. Later it was considered prudent to reduce the length of this wall by about 200 feet, owing to leaks developing in the canal bank where it joined the old river shore. The condition of the bank at this point was such as to cause some apprehension as to its security.

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but by the exercise of constant care and watchfulness the work was successfully carried to completion.

The final estimate for this work has been paid.

The work has proved very beneficial to vessels using this lock and has been highly commended by vesselmen.

The position of this lock, which is open to the river at each end, and unprovided with guard gates which can be used when a down bound vessel is entering lock, made it imperative that some means be provided for closing the lock in the event of an accident to the gates.

A contract was accordingly entered into with the Dominion Bridge Company for the construction of three steel lattice box girders designed to be placed, in case of emergency, in the stop log checks at the head of lock, and supply support for a timber dam. These girders have been constructed and delivered, but machinery for handling them has not yet been installed.

## MURRAY CANAL.

The Murray canal was opened for navigation on April 22, and closed on December 16.

*Accidents.*—On August 18, barge *Recruit* loaded with stone, in tow of str. *John Rolph*, west bound, collided with canal dock near Smithfield road bridge, tearing a large hole in starboard bow and sinking her on the spot. Both boats were owned by the Pointe Anne Quarries, Limited, of Toronto.

After inspection by owners it was decided best to blow her up and remove her by dredging. This was accordingly done.

No delay was occasioned to navigation and no damage was done to dock at time of collision. Some damage was done to dock during the work of removing barge, and the cost of necessary repairs was paid by owners of vessel.

*Renewals and repairs.*—All of the swing bridges on this canal received one coat of paint. Necessary repairs were made to riprap, roads on canal banks, fences and gates. All of the catch water and off-take ditches were kept clean and in good repair, and minor repairs were made to bridges and houses. The barn at foreman's house received much needed repairs and was also painted.

*Improvements.*—A contract was entered into with Messrs. S. McLellan and J. Whitley on October 19th, for the erection of a bridgetender's residence at the C. O. railway bridge.

Work on this contract was immediately commenced and carried to completion in a very satisfactory manner on January 19th, 1913.

The final estimate for this work has been paid.

A contract having been awarded the MacDonald Contracting Co., Limited, for the removal of certain high areas in the bottom of this canal, work was commenced on October 4th and continued until November 29th, when it was closed for the season. There still remains of this work a small area at the east end of the canal to be covered and some boulders to be removed west of the Brighton Road bridge, and this work will be completed early this season.

Payment for this work was made by the hour for the plant employed and the work was diligently prosecuted and carried on in a very satisfactory manner by the contractor.

A survey is now in progress with a view to ascertaining the extent and cost of the work necessary to provide a navigable depth of 14 feet in this canal at low water stage in Lake Ontario. As originally designed and constructed, this canal provided for a depth of 11 feet only at the low water stage of Lake Ontario.

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The large increase of traffic through this canal during the past four years and the increasing number of vessels of the larger class using this waterway would seem to warrant the deepening of this canal to permit vessels using it to load to St. Lawrence canals draft and vessel owners are urgent in their demands that this be done.

Attached are statements of fines and damages collected and record of highest and lowest water in river at each of the canals.

I have the honour to be,

Sir.

Your obedient servant,

C. D. SARGENT,

*Superintending Engineer.*

W. A. BOWDEN, Esq., C.E.,

Chief Engineer, Department of Railways and Canals,

Ottawa, Ontario.

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STATEMENT of Fines and Damages in connection with 'Ontario-St. Lawrence Canals' during Season of 1912.  
 CORNWALL CANAL.

Lock.	Date.	Name of Vessel.	Damage.	Fine.	Name of Owner.	Remarks.
	1912.		\$ cts.	\$ cts.		
17	May 27	Steamer Imperial	8 015 36		Imperial Oil Co.	Paid.
20	June 5	Steamer India	712 36	100 00	Calvin Co.	"
17	"	Steamer Black Rock		40 00	Pendleton Bros.	"
15	Aug. 12	Barge Ungava		10 00	Montreal Transportation Co.	"
18	Sept. 16	Steamer McVittie	26 10		Ogdensburg Coal & Towing Co.	"

WILLIAMSBURG CANAL.

23	Sept. 12	Steamer McVittie	200 00 (Estimated).	25 00	Ogdensburg Coal & Towing Co.	Paid.
25	Nov. 12	Steamer Edwards		20 00	Ottawa Transportation Co.	"

MURRAY CANAL.

	Aug. 17	Barge Recruit	142 86		Point Anne Quarries Co.	Paid.
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## Record of Highest and Lowest Levels of Water on the 'Ontario-St. Lawrence Canals' for the Year ending March 31, 1913.

Months.	CORNWALL CANAL.			FARRAN POINT CANAL.			RAPIDE FLAT CANAL.			GALOIS CANAL.			LEIFT LOCK.		MURRAY CANAL.					
	Lock 15.		Lock 21.	Lower Lock 22.	Upper Lock 22.	Lock 23.		Lock 24.	Lock 25.	Lock 27.	Lock 28.	High.	Low.							
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.						
1912.																				
April.....	21.6	15.7	16.9	14.8	18.9	16.7	19.2	17.0	18.4	15.7	17.6	15.0	21.6	17.8	17.0	14.6	18.0	14.5	13.9	12.6
May.....	17.1	15.7	16.9	16.0	19.2	18.2	19.7	18.4	18.9	17.7	18.4	16.7	21.8	20.5	17.0	16.3	18.3	17.0	14.7	13.7
June.....	17.1	16.1	17.2	16.8	19.5	18.7	19.8	19.1	19.0	18.3	18.8	17.9	22.2	21.4	18.0	17.0	19.0	18.0	14.8	14.4
July.....	16.1	15.8	16.9	16.4	18.4	18.4	19.4	19.0	18.6	18.0	18.3	17.1	21.6	20.8	17.4	16.3	18.2	17.5	14.1	13.9
August.....	15.9	15.6	16.9	16.1	19.0	18.2	19.2	18.4	18.5	17.7	18.0	17.3	21.3	20.5	16.8	16.4	18.0	17.0	14.1	13.7
September.....	16.0	15.5	16.4	15.8	18.7	17.9	18.8	18.1	18.2	17.4	17.5	17.0	20.0	20.0	16.4	16.0	17.4	17.0	13.9	13.5
October.....	16.3	16.0	16.4	15.7	18.7	17.7	18.8	17.9	18.0	17.2	17.7	16.8	20.9	19.8	16.8	15.6	17.6	16.6	13.5	13.0
November.....	15.8	15.2	16.5	15.2	18.6	17.3	18.9	17.6	18.5	17.1	17.8	15.8	20.9	18.8	16.4	15.2	17.4	16.8	13.9	13.0
December.....	15.9	15.2	16.6	15.7	18.9	17.7	19.2	18.0	18.7	16.9	18.1	16.3	21.5	18.8	17.0	15.8	18.0	16.8	13.8	13.2
1913.																				
January.....	17.9	15.4	17.0	15.1	19.0	17.6	19.3	17.9	18.7	17.0	18.1	16.0	21.8	19.0	17.0	15.3	18.0	16.3	14.3	13.3
February.....	30.9	16.5	17.5	15.7	19.6	17.9	20.0	18.1	19.4	16.9	17.7	16.0	22.4	19.0	18.0	15.5	19.0	16.5	14.2	13.7
March.....	28.7	17.7	17.5	15.5	19.6	18.0	18.2	18.2	19.2	17.0	18.8	16.6	22.0	19.8	17.5	15.3	18.9	16.3	14.8	13.6

## WELLAND CANAL.

SUPERINTENDING ENGINEER'S OFFICE,  
ST. CATHARINES, July 19, 1913.

SIR,—I have the honour to report upon the maintainance and the operation of the Welland Canal and its branches for the fiscal year ending March 31, 1913.

## NAVIGATION SEASON.

The canal opened for navigation on April 22 and closed December 19, 1912.

## ACCIDENTS.

On the 20th June, 1912, the steamer *La Canadienne*, bound up, carried away the four gates of lock No. 22. Three children who were standing on the bank below were swept by the rush of water into the side pond and were drowned. Repairs to the lock were quickly made, four spare gates being placed and navigation resumed in eighteen hours. The steamer, which was badly damaged, sank in the level below and was raised on June 25th by the canal repair staff and placed in dry dock at Port Dalhousie.

Another serious accident occurred on August 2, 1912, when the steamer *W. M. Egan*, bound up, collided with the head gates of lock 23. All four gates were carried out. They were replaced by spare ones and navigation resumed in twenty-two hours.

On August 16, 1912, what might have proved a very serious accident was averted by the Gowan Safety Device, installed at lock No. 24. The steamer *Packer*, moving with considerable speed, collided with the head gates, which, but for the device, would have been carried out. One gate was badly twisted and the hanging gear broken. Temporary repairs were made and navigation resumed after four hours' delay. Later on the damaged gate was replaced by a spare one.

The steamer *Samuel Marshall*, up bound, on November 1st, carried away the upper gates at lock 13. Spare gates were placed and navigation resumed after fifteen hours' delay.

## SLIDES.

During low water in February, two slides occurred on the Summit Level, one about 700 feet long on the west side of the canal, about one-half mile north of Welland aqueduct, and the other on the east side of the canal at the south end of the Deep Cut. Arrangements have been made with M. J. Hogan to have these removed sufficiently to provide safe navigation before the opening of the canal.

## IMPROVEMENTS.

A contract was entered into with Messrs. James Battle and N. W. Gowan, for the supply of steel castings forming the Gowan Safety Device. Sufficient were supplied to equip five locks, and it is the intention to equip five more this year. In March, 1913, the water was drawn off and the masonry of the locks prepared for the installation of the device. The device having proved its effectiveness at lock 24, it is anticipated serious accidents will be averted at the locks where it is installed, and where the resulting damage in case of an accident would be very great.

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## PORT COLBORNE.

Messrs. Hogan and Macdonell completed their contract, entered into in 1900, which covered the bulk of the improvements made at Port Colborne. A contract was entered into with M. J. Hogan for the removal of the old east entrance pier and the extension of the east docking, together with the excavation of the entrance in front of the extension. This work is in progress, the depth of water afforded will meet the requirements of the ship canal.

The government elevator showed a large increase in business, handling 11,600,000 bushels of grain, as compared with 7,000,000 bushels the previous year. The above record was surpassed by only one other lake elevator, which had about three times the storage capacity. The need of additional storage capacity was badly felt and considerable business offering had to be turned away. A contract was entered into with the Dominion Bridge Company for the erection of an addition to the elevator, which will, when completed, give a storage capacity of 2,000,000 bushels.

The receipts for handling grain paid all operating and repair expenses for the year and left a net surplus of over \$28,000.

## REPAIRS, NEW CANAL.

Ordinary repairs to the structures on the New canal were carried out during the year. Lock No. 5 was unwatered in March, 1913, and the foundation of the lower recess, which had been undermined, repaired in concrete. The foot bridges over locks Nos. 3, 4 and 5 weirs, which were badly decayed and unsafe, were replaced by reinforced concrete bridges.

## REPAIRS, OLD CANAL.

The Old canal was unwatered for two weeks at the end of May, and repairs were made to the under water structures. The foundations of both recess of lock 24, and the upper recess of lock 23, as well as the foundation of lock 24 weir, which were badly undermined, were repaired in concrete.

A reinforced concrete highway bridge was built over the hydraulic races at lock 4 to replace the wooden structure, which was badly decayed and dangerous to those using it.

A reinforced concrete spillway was built near lock 4, from hydraulic race No. 2 to No. 4. The old spillway had been out of commission for some years and the necessity of such a safety valve was badly felt. The spillway between races one and two was rebuilt.

A new shop with concrete walls was built at lock 21 gate yard, to replace the old one, which was in tumble down condition.

While the water was drawn, the city of St. Catharines laid a new two foot water main across the canal and hydraulic races in the vicinity of lock 4. Various repairs were made by the mill owners to their works.

Sufficient repairs were made to under water works to avoid the necessity of drawing water during the coming year, a feature which is appreciated by the mill owners.

## WELLAND CANAL FEEDER.

Early in April, an unprecedented flood occurred on the Grand river (the water rising some eight inches higher than any previous record) and causing heavy damage to canal works at Dunnville and Port Maitland. The cost of repairing the damage amounted to about thirteen thousand dollars (\$13,000).

A repetition of last year's flood occurred early in March of the present year. The canal works, which had been strengthened by the repairs made in 1912, did not suffer so severely as on the former occasion, but the town of Dunnville was flooded and considerable loss was sustained by the citizens. The need of increased facilities for the



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discharge of the water, from the upper to the lower river, in such emergencies, is apparent, and it is proposed to construct a spillway during the present year for this purpose.

The float bridge at the Inman road crossing of the feeder was replaced by a single track swing bridge. A new concrete substructure was built, and the bridge, which had been in use at Dunnville until replaced the previous year, was rebuilt and transferred to Inman road.

## GENERAL.

The water in Lake Ontario was somewhat higher than the previous year, and Lake Erie fairly up to normal throughout the navigation season.

The following superannuated employees died during the year: William Aikens on July 16, 1912, and John Gearin on August 24, 1912.

Attached is a statement of moneys collected for damages to canal property by different vessels; also a statement showing the highest and lowest recorded depths of water on the mitre sills of the locks Port Dalhousie and Port Colborne for each month of the year.

I have the honour to be, sir,

Your obedient servant,

W. H. SULLIVAN,

*Superintending Engineer.*

To W. A. BOWDEN, Esq.,

Chief Engineer, Department of Railways and Canals,  
Ottawa, Ont.

## WELLAND CANAL.

STATEMENT of damages to Welland Canal property during the fiscal year ending March 31, 1913, and amount paid on account of said damages.

Date of Damage.	Name of Vessel.	Amount of Damage.	Amount Paid.	Date Paid.	Where Paid.
1912.		\$ cts.	\$ cts.	1912.	
May 5	Steamer Bickerdike	16 55	16 55	Oct. 11	Pt. Dalhousie.
" 5	" Arabian	9 72	9 72	" 30	"
" 7	" J. H. Plummer	25 00	25 00	" 30	"
" 11	" Keystorm	24 96	24 96	Feb. 12-13	"
" 17	Brg. No. 6 S.O. Co.	11 24	11 24	Oct. 1-12	"
" 19	Str. Beaverton	28 16	28 16	" 17-12	"
" 20	" G. Howe	17 75	17 75	" 8-12	"
" 25	" Keywest	19 53	19 53	" 11-12	"
June 20	" La Canadienne	5,479 53	5,479 53	Jan. 14-13	Department.
" 27	" A. G. McKinstry	14 25	14 25	Nov. 16-12	Pt. Dalhousie.
July 5	Tug. Minitague	18 75	18 75	Jan. 15-13	"
" 13	Str. City of Hamilton	13 70	13 70	Nov. 16-12	"
Aug. 1	Tug Meteor	16 25	16 25	Dec. 16-12	"
" 2	Str. Wiley M. Egan	4,881 74	3,659 40	Mar. 27-13	"
" 16	" H. E. Packer	950 69	950 69	Aug. 20-12	"
Sept. 5	" Keystorm	17 05	17 05	Jan. 15-13	"
" 15	" Ogdensburg	22 98	22 98	Mar. 24-13	"
Oct. 18	Brg. Augustus	27 00	27 00	Dec. 16-12	"
" 25	" No. 6 S. O. Co.	27 75	27 75	Dec. 3-12	"
" 23	Str. Arlington	30 57	30 57	Apr. 2-13	"
Nov. 1	" Samuel Marshall	3,970 99	3,970 99	Nov. 5-12	"

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## WELLAND CANAL.

STATEMENT showing the highest and lowest depths of water on the lower mitre sill, Lock No. 1, New Welland Canal, Port Dalhousie, for the fiscal year ending March 31, 1913.

Months.	Lower Sill.				Months.	Lower Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1912.	Ft.	In.	Ft.	In.	1912.	Ft.	In.	Ft.	In.
April .....	16	4	15	2	November .....	16	0	15	9
May .....	16	11	16	3	December .....	16	0	15	9
June .....	17	2	17	0	1913.				
July .....	17	2	16	9	January .....	16	9	15	10
August .....	16	9	16	5	February .....	16	4	16	7
September .....	16	5	16	3	March .....	17	0	16	3
October .....	16	4	15	10					

STATEMENT showing the highest and lowest depths of water on the upper mitre sill, Lock 27, New Welland Canal, Port Colborne, for the fiscal year ending March 31, 1913.

Months.	Upper Sill.				Months.	Upper Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1912.	Ft.	In.	Ft.	In.	1912.	Ft.	In.	Ft.	In.
April .....	15	0	13	0	November .....	16	2	14	1
May .....	16	7	14	0	December .....	16	6	13	8
June .....	15	2	13	7	1913.				
July .....	15	1	14	1	January .....	15	9	12	8
August .....	15	5	14	3	February .....	15	7	13	3
September .....	15	8	14	5	March .....	16	5	13	8
October .....	15	4	14	1					

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## SAULT STE. MARIE CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

SAULT STE. MARIE, ONT., March 31, 1913.

SIR,—I have the honour to report upon the maintenance and operation of the Sault Ste. Marie Canal, for the fiscal year ending March 31, 1913.

The canal was opened for traffic on April 24, 1912, and closed on December 19, having been in operation for two hundred and forty days.

The traffic passing this point, through the Canadian and United States Canals, shows a large increase over last year or any previous year. The freight tonnage amounted to 72,472,676 tons, an increase over last year of 36 per cent, the passengers numbered 66,877, a decrease of 16 per cent, and the registered tonnage of vessels amounted to 56,736,807, an increase of 36 per cent.

The Canadian registered tonnage through both canals amounted to 3,693,604 tons, an increase of 81,135 tons or 2 per cent.

The freight through the Canadian canal amounted to 39,664,874 tons, an increase of 28 per cent, the passengers numbered 37,753, a decrease of 2 per cent and the registered tonnage amounted to 25,789,654 tons, an increase of 33 per cent.

## ACCIDENTS.

The only accident of any importance to a vessel, during last season, was the grounding of the steamer *Wm. P. Snyder*, of the Shenango Steamship Company, on a boulder in the lower entrance, on August 22.

The boulder had been shoved over into the channel by the dredge engaged in widening the channel; and the *Snyder* while leaving the lock and attempting to pass an upbound vessel, kept to the south side of the channel, and in doing so grounded on the boulder.

The *Snyder* was released at 3.30 a.m. on August 24th, after having been aground for about fourteen hours.

Traffic was suspended for several hours during the night and nine large vessels were detained for several hours.

On May 26th, the valve rod in the south upper motorhouse was broken by a round log jamming in the valve, and the operating of the lock was suspended for three hours while the log was being removed by the diver.

The lock was operated for several days with one valve while the other valve rod was being repaired.

On August 21st, both opening and closing cables on the north lower main gate, were broken by a surge in the water jerking the gate.

On an examination being made by the diver it was found that the vertical sheave in the well hole behind the gate together with the bearing and bed plate were broken, and the bolts holding the bed plate to the rock were bent.

As there were no spare parts on hand, it was necessary to operate the lock with the auxiliary gates until castings could be made; and on September 3rd the lock was closed down for the day, unwatered and the repairs made.

## REPAIRS.

The top of the lower north pier, from the water line up, was rebuilt last season, for a length of three hundred feet; leaving four hundred feet in length to be rebuilt. This work will be completed during the season of 1913.

The usual cleaning, painting and repair work in connection with the lock buildings and machinery was performed at the close of last season and the present spring.

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The old wooden floor in the basement of the power house, which had been in bad condition for some time, was replaced by a concrete floor.

The work of building an extension, three hundred feet in length, to the upper north pier was completed during the season of 1912 and the pier put into use.

The usual statements, showing the traffic passing this point through the Canadian and American canals, are attached.

I have the honour to be,  
Sir,  
Your obedient servant,

J. W. LEB. ROSS,  
*Superintending Engineer.*

W. A. BOWDEN, Esq., C.E.,  
Chief Engineer, Department of Railways and Canals,  
Ottawa, Ontario.

## SAULT STE. MARIE CANAL.

COMPARATIVE STATEMENT since opening of lock, September 9, 1895.

	Season.	Increase or Decrease over Previous Season.	Season.	Increase or Decrease over Previous Season.	Season.	Increase or Decrease over Previous Season.
	1895.		1896.		1897.	
Period Open.....	{ Sept. 9. { Dec. 6.		{ May 7. { Dec. 10.		{ April 21. { Dec. 14.	
Canad. Regist. Tonnage...	125,240		586,571	461,331	398,313	-158,228
U. S. Registered Tonnage.	623,131		3,810,794	3,187,663	3,406,018	-404,776
Total Tonnage.....	748,371		4,397,365	3,648,994	3,804,361	-593,004
Lockages.....	698		3,012	2,344	2,976	-66
Vessel Passages.....	1,193		5,189	3,996	4,376	-813
Time Passing Lock.....	212 h. 27 m.		984 h. 22 m.	771 h. 55 m.	684 h. 11 m.	-300 h. 11 m.
Average Time Lockage....	18' 26 m.		18' 42 m.		13' 79 m.	
	1898.		1899.		1900.	
Period Open.....	{ April 11. { Dec. 9.		{ April 26. { Dec. 20.		{ April 23. { Dec. 16.	
Canad. Regist. Tonnage...	403,331	4,998	561,759	158,528	579,528	17,769
U. S. Registered Tonnage.	2,354,606	-1,051,412	2,388,441	33,835	1,616,139	-772,302
Total Tonnage.....	2,757,937	-1,046,424	2,950,200	192,263	2,195,667	-754,533
Lockages.....	2,520	-456	2,610	90	2,205	-405
Vessel Passages.....	3,712	-664	3,820	108	3,163	-657
Time Passing Lock.....	609 h. 30 m.	-74 h. 41 m.	643 h. 16 m.	33 h. 46 m.	541 h. 24 m.	-101 h. 52 m.
Average Time Lockage....	14' 51 m.		14' 78 m.		14' 73 m.	
	1901.		1902.		1903.	
Period Open.....	{ April 20. { Dec. 21.		{ April 1 { Dec. 20.		{ April 2. { Dec. 13.	
Canad. Regist. Tonnage...	776,331	196,803	1,366,087	589,756	1,616,385	250,298
U. S. Registered Tonnage.	1,672,631	56,492	3,233,069	1,565,438	3,145,020	-93,049
Total Tonnage.....	2,448,962	253,295	4,604,156	2,155,194	4,761,405	157,249
Lockages.....	2,906	701	3,418	512	3,242	-176
Vessel Passages.....	4,243	1,080	5,169	926	4,418	-751
Time Passing Lock.....	724 h. 38 m.	183 h. 14 m.	925 h. 57 m.	201 h. 19 m.	883 h. 10 m.	-42 h. 47 m.
Average Time Lockage....	14' 96 m.		16' 25 m.		16' 34 m.	

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## SAULT STE. MARIE CANAL.—Continued.

COMPARATIVE STATEMENT since opening of lock, September 9, 1895.—Continued.

	Season.	Increase or Decrease over Previous Season.	Season.	Increase or Decrease over Previous Season.	Season.	Increase or Decrease over Previous Season.
	1904.		1905.		1906.	
Period open . . . . .	{ April 30. { Dec. 26.		{ April 10. { Dec. 20.		{ April 14. { Dec. 22.	
Canad. Regist. Tonnage...	1,557,355	-59,050	1,799,336	242,001	1,958,186	159,850
U. S. Regist. Tonnage....	2,673,090	-471,930	3,739,224	1,066,134	4,399,990	660,766
Total Tonnage.....	4,230,425	-530,980	5,538,560	1,308,135	6,359,176	820,616
Lockages . . . . .	3,012	-230	4,031	1,019	4,152	121
Vessel Passages.....	4,092	-323	5,853	1,761	5,913	60
Time Passing Lock.....	811 h. 28 m.	-71 h. 42 m.	1060 h. 10 m.	249 h. 10 m.	1131 h. 23 m.	70 h. 24 m.
Average Time Lockage...	16' 16 m.		15' 79 m.		16' 35 m.	
	1907.		1908.		1909.	
Period Open . . . . .	{ April 22. { Dec. 15.		{ April 21. { Dec. 15.		{ April 21. { Dec. 16.	
Canad. Regist. Tonnage..	2,288,349	329,163	2,556,552	268,203	2,912,586	356,034
U. S. Regist. Tonnage....	9,961,977	5,561,987	7,038,389	-2,923,588	14,899,562	7,861,173
Total Tonnage.....	12,250,326	5,891,150	9,594,941	-2,655,385	17,812,148	8,217,207
Lockages . . . . .	4,596	444	3,667	-929	5,046	1,379
Vessel Passages.....	6,133	240	5,344	-809	6,420	1,076
Time Passing Lock.....	1362 h. 8 m.	230 h. 45 m.	1258 h. 35 m.	-103 h. 23 m.	1853 h. 45 m.	595 h. 10 m.
Average Time Lockage...	17' 78 m.		20' 59 m.		17' 31 m.	
	1910.		1911.		1912.	
Period Open . . . . .	{ April 12. { Dec. 15.		{ April 22. { Dec. 13.		{ April 24. { Dec. 19.	
Canad. Regist. Tonnage...	3,122,068	209,482	3,089,863	-32,205	3,273,614	183,751
U. S. Regist. Tonnage....	20,227,083	5,327,521	16,242,103	-3,984,980	22,516,040	6,273,937
Total Tonnage.....	23,349,151	5,537,003	19,331,966	-4,017,185	25,789,654	6,457,688
Lockages . . . . .	6,110	1,064	5,229	-881	6,290	971
Vessel Passages.....	8,285	1,865	6,802	-1,483	7,866	1,064
Time Passing Lock.....	2327 h. 40 m.	473 h. 55 m.	1704 h. 35 m.	-623 h. 15 m.	1811 h. 45 m.	107 h. 20 m.
Average Time Lockage...	22' 86 m.		19' 55 m.		17' 53 m.	

## REPORT of Traffic passing Sault Ste. Marie through Canadian and American Canals.

Year.	Number of Vessels passed.	Registered Tonnage of Vessels.	Total Freight Tonnage.	Cost of	Estimated Value of Freight Carried.	Percentage of Freight Carried in Vessels.	Number of Passengers.
				carrying per mile ton.			
				Mills.	\$	p. c.	
1855.....	193	106,296	14,503	.....	.....	.....	8,295
1860.....	916	468,657	153,721	.....	.....	.....	9,230
1865.....	997	409,062	181,638	.....	.....	.....	19,777
1870.....	1,828	690,826	539,883	.....	.....	.....	17,153
1875.....	2,023	1,259,534	833,465	.....	.....	.....	19,685
1880.....	3,503	1,734,890	1,321,906	.....	.....	.....	25,766
1885.....	5,380	3,085,987	3,256,628	.....	.....	.....	36,147
1890.....	10,557	8,454,435	9,041,213	1 3	102,214,948	3 5	24,856
1891.....	10,191	8,400,685	8,886,759	1 35	128,178,208	4 0	26,190
1892.....	12,580	10,647,203	11,214,333	1 31	135,117,267	3 8	25,896
1893.....	12,008	8,949,754	10,796,572	1 1	145,436,957	4 1	18,869
1894.....	14,491	13,110,366	13,195,860	0 99	143,114,502	3 5	27,236
1895.....	17,956	16,806,781	15,062,580	1 14	159,575,129	3 75	31,656
1896.....	18,615	17,249,418	16,239,061	0 99	195,146,842	3 0	37,066
1897.....	17,171	17,619,923	18,982,755	0 83	218,235,927	3 0	40,213
1898.....	17,761	18,622,764	21,234,634	0 79	233,069,749	2 2	43,426
1899.....	20,255	21,958,347	25,255,810	1 05	281,364,750	3 1	49,082
1900.....	19,452	22,315,834	25,643,073	1 18	267,011,959	3 0	58,555
1901.....	20,041	24,626,976	28,403,065	0 99	289,906,865	4 0	59,663
1902.....	26,659	31,955,582	35,961,146	0 89	358,306,300	4 0	59,377
1903.....	18,596	27,736,444	34,674,437	0 92	349,405,014	6 0	55,175
1904.....	16,120	24,364,138	31,546,106	0 81	334,502,686	6 0	37,695
1905.....	21,679	36,617,699	44,270,680	0 85	416,965,484	5 0	54,204
1906.....	22,155	41,098,324	51,751,080	0 84	537,463,454	5 0	63,033
1907.....	20,437	44,087,974	58,217,214	0 80	569,830,188	5 0	62,758
1908.....	15,181	31,091,730	41,390,557	0 69	470,141,318	7 0	53,287
1909.....	19,204	46,751,717	57,895,149	0 78	626,104,173	6 0	59,948
1910.....	20,899	49,856,123	62,363,218	0 74	654,110,844	6 0	66,933
1911.....	18,673	41,653,488	53,477,216	0 67	595,019,844	6 0	79,951
1912.....	22,778	56,736,807	72,472,676	0 67	791,167,591	6 0	66,877

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## SAULT STE. MARIE CANAL.

ENGINEER'S OFFICE,  
SAULT STE. MARIE, ONT.,  
April 1, 1913.

DEAR SIR,—I have the honour to submit my annual report on the improvements to the entrance of the Sault Ste. Marie canal for the fiscal year ending March 31, 1913.

## EXTENSION OF THE NORTH PIER AT THE UPPER ENTRANCE.

A contract was entered into with Mr. John F. Boyd on July 20, 1911, for the construction of a pier 300 feet in length, forming an extension westerly to the north entrance pier. Work was started on this contract September 5, 1911, and after many delays caused chiefly in securing material and labour, the works were brought to a completion November 6, 1912. The additional length of pier constructed will provide better accommodation for vessels awaiting lockage.

## WIDENING OF THE CHANNELWAY AT THE LOWER ENTRANCE.

A contract was entered into with the Soo Dredging Construction Company on July 28, 1912, and was brought to a satisfactory completion on November 30, 1912.

The work embraced in the contract consisted in widening the channel on the south side to a line 230 feet distant and parallel with the centre ranges; and on the north side to a line laid down 295 feet distant with the centre ranges at the easterly extremity and 162 feet distant at the westerly extremity of the work.

The additional width of channel provided at the lower entrance to the lock at the turning point from the channel ranges to the centre line of lock will make the passage of vessels much safer and allow of quicker dispatch.

I have the honour to be  
Your obedient servant,

F. B. FRIPP,  
*Engineer in Charge.*

W. A. BOWDEN, Esq.,  
Chief Engineer,  
Department of Railways and Canals,  
Ottawa, Ont.

## RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,  
OTTAWA, April 1, 1913.

SIR,—I have the honour to submit herewith my report on the Rideau Canal for the fiscal year ending March 31, 1913.

Navigation opened at Ottawa on May 1, 1912. Navigation opened at Kingston Mills, on May 1, 1912. Navigation closed at Ottawa on December 3, 1912. Navigation closed at Kingston Mills on November 27, 1912.

Navigation was maintained without interruption throughout the entire length of the canal during the whole season, the exceptionally wet summer keeping all the levels up to far above their usual height towards the end of the season.

As a result of this abnormal rainfall during 1912, it may be interesting to state that Rideau lake—the principal source of water supply from Smith's Falls to Ottawa—was within a very few inches of being as high when navigation closed at the end of November last as it was during the spring freshet in April, 1912.

This unusual rainfall continued also during the past winter, and to such an extent as to entirely prevent some of our contemplated winter repairs being carried out; and seriously hindering all our work, in fact, we had three distinct freshets during December and January.

The present spring freshet commenced on Thursday, March 20, and was of an average violence, although after the 24th cold weather again occurred, which checked the flow of the water to a very large extent. This cold weather has continued, and the freshet is not yet over, nor has the ice gone out of the canal levels; but the water having fallen to a great extent, the danger of damage being done by the ice when it breaks up and goes out is considerably lessened, and I do not anticipate much trouble from this cause now.

The number of lockages last year was slightly lower than that of the year before; the reason for which is somewhat difficult to assign; but the wet summer certainly prevented numbers of persons making use of the canal for motor boat outings, and this may perhaps be taken as one of the principal reasons for the reduced number of lockages.

The principal works and repairs carried out along the line of the canal during the past fiscal year are as follows:—

OTTAWA LOCK STATION (8 Locks and 1 Basin).

One new pair of lock gates was framed and hung in place.

A considerable portion of the roadway round the basin, from the Public Works Department coal sheds to the foot of Slater street, was filled in with heavy flags and graded and macadamized.

The old stone arch across the Cut at the head of the locks, known as Sappers Bridge, and which was built over eighty years ago by the Royal Engineers, was demolished to make way for the new Plaza; and the great difficulty experienced in throwing down this old stone arch, bore eloquent testimony to the excellent workmanship bestowed upon it when it was built. This arch was thrown down into the canal during the season of navigation, a crib having been placed in the water to receive the debris; but the contractors worked day and night to remove same, so that navigation was only delayed for two or three days, and no great inconvenience was occasioned to boatmen.



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The coping of the upper sill of lock No. 3 was heaved up by the water during the summer, but it was secured for the rest of the season by means of rock bolts and grouting; and a new coping was cut for it during the summer in our quarry; and is now being laid.

## OTTAWA EAST SWING BRIDGE.

The swing bridge and the iron hand railing on each side of the approaches, were sand blasted and painted with bitumastic paint. The flooring was renewed and the roadway on each approach was graded and macadamized.

## CONCESSION STREET BRIDGE.

The steel swing span was sand blasted and painted with bitumastic paint. Small repairs were made to the protection piers of the bridge. Portions of the east side of the Cut between this bridge and Bank street, which had slid into the canal, were built up with dry stone walling; and this work will be continued this spring.

## HARTWELLS LOCK STATION (2 Locks).

The lower wing wall on the west side of the lower lock was taken down and rebuilt, and a new coping was laid on both sides of the chamber of the lower lock. Some grading and sodding was done on the lock lawns; and the dry stone protection wall was continued on the east side of the cut, both above and below the locks. A new roof was laid on the kitchen of the lock house. Small repairs were made to the crib-work below the waste weir and to the tow path roads and to the station in general.

## HOGSBACK LOCK STATION (2 Locks and 1 Bridge).

Considerable repairs were made to the west abutment of the west bulkhead which was taken down and rebuilt with timber from the bottom, on the down stream side. This new crib was then filled to the top with stone. The swing bridge and the bulkheads were replanked and small repairs made to the handrailing. A large quantity of clay was placed in front of the dam by our dredge *Rideau*, and much leakage thereby stopped. A small crib has just been built above the waste weirs to serve for anchorage for the boom, and also to act as an ice breaker in conjunction with the other cribs. This new crib is, however, only partially filled with stone, as this work was stopped by the early and sudden freshet last month. The boom itself suffered considerably last winter owing to the continual rising and falling of the water, which broke the ice and forced it out of its proper position. However, in future, the boom will be drawn out of the water at the close of navigation and placed in position before the freshet. A new storehouse was built here last summer. Sundry small repairs were made to the tow path road and to the station generally.

## BLACK RAPIDS LOCK STATION (1 Lock).

The upper wing wall on the east side of the lock was taken down and rebuilt, and the pavement above the stop-log sill above the lock was taken up and concreted. Small repairs were made to the piers below the lock, and some stone filling placed in the dam. Under ordinary circumstances the masonry repairs stated above could have been executed without unwatering, as the waste weirs usually carry off the water and leave the upper lock sill dry during the winter; but this year the continued winter rains kept the water up to such an extent that a coffer dam had to be built across the mouth of the lock in order to unwater it. Sundry other small repairs were made to the station in general.

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## LONG ISLAND LOCK STATION (3 Locks and 1 Bridge).

The waste wier bulkhead at Manotick was sheeted, and sundry small repairs were made to the station generally. Next winter it is proposed to rebuild the upper lock, the walls of which have been heaved out of line by the frost.

## MANOTICK BRIDGE.

The three steel spans of the bridge were sand blasted and painted with bitumastic paint, and small repairs were made to the bridge in general.

## WELLINGTON BRIDGE.

Small repairs were made to the flooring of the bridge.

## BECKETT'S LANDING BRIDGE.

The timber piers under the bridge were taken down as far as the high stage of the water would permit, and rebuilt.

## BURRITT'S RAPIDS LOCK STATION (1 Lock and 1 Bridge).

No repairs were made here last year, although quite a quantity of timber was delivered for the repairing of the waste weir, and the construction of a crib below the dam, but the water being so high all winter, the work had to be postponed till a later date.

## NICHOLSON'S LOCK STATION (2 Locks and 1 Bridge).

The lower gates of the upper lock were renewed. The upper wing wall, piers and sill of the lower lock were taken down and rebuilt. About 100 feet of the dry wall on the south side of the lower cut, just above the lower lock, was taken down and rebuilt in cement; and 200 feet more of this same wall was rebuilt dry. The lower sill of the lower lock was concreted and planked. A coffer dam had to be built below the lock and the lock pumped for this work on account of the high water. The chamber walls of the lower lock were grouted and sundry small repairs made to the station in general.

## CLOWES LOCK STATION (1 Lock).

One pair of lock gates were renewed. The chamber walls were grouted and pointed, this work being completed from last year. The large stone dam which is arched upstream, has been shifted by the ice and the arc of the key work broken from this cause; so preparations were made last summer to take down about 150 feet of the dam, and rebuild it to its proper radius. The stone was all cut for this work last summer in our quarry, and delivered on the dam; and the cement was also delivered and derricks, &c., erected. However, the river kept so abnormally high last winter that it was considered dangerous to cut the dam, as the water might get beyond control, the dam being 16 feet high.

This work therefore was abandoned until next winter when more favourable weather may be met with, so the cement was used elsewhere on the other work.

This dam is not in any immediate danger, and has stood the present freshet as well as ever; but should be rebuilt as soon as possible after the close of navigation this year. Sundry small repairs were made to the station in general.

## MERRICKVILLE LOCK STATION (3 Locks, 2 Basins, 2 Bridges).

One new pair of lock gates hung last April, having been framed the previous winter, as stated in my last report. The upper mitre sill of the middle lock, as well

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as the upper wing walls, recesses, and gate piers; and also the lower recesses and piers, all on the north side of the lock, were taken down and rebuilt. The coping on the north side of the chamber of this lock was also taken up and relaid; and the chamber walls were grouted and pointed. The lower sill of this lock was concreted and planked, and portion of the mitre was repaired and rebolted to the rock.

A new concrete wall was built inside the old stone wall forming the north side of the lower basin; and the old coping was moved forward on to the top of this new concrete wall. This will effectually staunch the great leakage that has constantly been flowing through the old wall, and which made it extremely difficult to keep the water up in the basin.

The upper wing walls, recesses, and gate piers on the north side of the lower lock were also taken down and rebuilt.

A large quantity of earth, &c., which had accumulated in the upper basin, was excavated and placed behind the wall on the north side of the lower basin to strengthen and widen the same.

The swing bridge and the fixed bridge together with the railing leading thereto, were sand blasted and painted with bitumastic paint. Sundry other small repairs were made to the station in general.

## KILMARNOCK LOCK STATION (1 Lock, and 2 Bridges).

Small repairs were made to the back dam as usual. This structure which is literally nothing but a heap of stones, will have to be rebuilt at no distant date, as it requires constant repairs to make it hold the water up every year. Portion of dry stone wall on the south side of the upper cut was rebuilt, and sundry small repairs were made to the station in general.

## EDMONDS LOCK STATION (1 Lock).

The lock masonry was grouted and pointed, and sundry small repairs made to the station in general.

## OLD SLYS LOCK STATION (2 Locks, and 1 Bridge).

The swing bridge was replanked, and the storehouse and portions of the out-buildings of the lock house were reshingled. The hollow between the north side of the locks and the lock house is gradually being levelled up with clay, and this work will be continued until completed. Sundry small repairs were made to the station in general.

## SMITH'S FALLS COMBINED LOCK STATION (3 Locks, 1 Basin, 2 Bridges).

The steel bridge below the waste weirs and dam in the basin was sand blasted and painted with bitumastic paint. The masonry of the middle and lower locks was pointed; as were also the walls of the lock house. The work of filling in portion of the south side of the basin was again continued, and will be proceeded with again next summer. Sundry small repairs were made to the station in general.

## SMITH'S FALLS DETACHED LOCK STATION (1 Lock and 2 Bridges).

A new wharf was built above the lock on the north side, for boats to tie up to whilst waiting for the lock, and the island was cleared and brushed and a road made leading to this wharf.

The swing bridge below the lock and the fixed bridge across the mill pond were sand blasted and painted with bitumastic paint.

A contract was entered into with Mr. James Bogue, of Peterborough, Ont., for the construction of a concrete wall along the south side of the cut below the lock.

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This wall was to have been about 900 feet long, and was to have been completed by March 31, last; but this I regret to state Mr. Bogue has failed to do. The workmanship and material are good; but Mr. Bogue did not commence the work immediately after the close of navigation, in spite of my repeatedly calling upon him to do so; and after he did start, he carried on the work so slowly, that the freshet came upon him before the work was finished; and I doubt if the water in the basin will go down low enough before navigation closes this year, to enable him to put in the foundations for the uncompleted portions of the wall. Mr. Bogue has assured me that he can complete the work by the 31st May if the department will extend the time till that date; and I have recommended this being done, although I doubt if he will be able to finish the work which he appears so confident of being able to do; because the basin is now full owing to the freshet, and will be kept for navigation after May 1.

POONAMALIE LOCK STATION (1 Lock).

A curious washout occurred under the upper mitre sill of the lock, caused by the rush of the water from the sluices, involving the necessity of pumping the lock, and concreting the bottom.

The roadway along the north bank of the upper cut was raised and graded, and 320 feet of cement walling was built there. This wall requires to be extended for some distance yet, and will be so extended from time to time. Small repairs were made to the masonry of the lock and also to the lock house. Some obstructions were removed from the cut by our diver. Some new stoplogs were framed for the lock and sundry small repairs were made to the station in general.

BEVERIDGES LOCK STATION (2 Locks, and 1 Bridge).

The long piers running out into the lake at the foot of the lower lock were completed and filled with stone. Small repairs were made to the lock house; and a small frame shelter was built for the lock labourers at the head of the upper lock. A considerable quantity of clay was deposited in front of the retaining dam, being brought on scows from our dredge *Rideau* which was working in the vicinity. Sundry small repairs were made to the lock gates and sluices, and to the station in general.

PERTH BRANCH (1 Basin, and 4 Bridges).

About 350 feet of the wharf on the north side of the basin was taken down to the water level and rebuilt; and five of the bridge rest piers were also rebuilt from water line up.

Portions of the walls along the cuts were rebuilt and some pipe culverts put in. Both storehouses were painted, and sundry small repairs made generally.

OLIVER'S FERRY BRIDGE.

All the fixed spans of this bridge were cleaned by sand blast and painted with bitumastic paint.

THE NARROWS LOCK STATION (1 Lock, and 1 Bridge).

A new frame storehouse on cement foundation was built here. The piers above the lock, which had been damaged by ice last spring, were repaired. One hundred cubic yards of gravel were placed on the dam, and sundry small repairs were made to the station in general.

WOLF LAKE DAM.

The bridge across the outlet of the dam was rebuilt; and a contract was awarded to Mr. E. G. Adams, of Westport, for cleaning out the creek below the dam, in order to allow more water being run off the lake to feed the canal level below Westport.

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## NEWBORO LOCK STATION (1 Lock, and 1 Bridge).

New swing bars were framed and put on the upper gates of the lock. The high level bridge across the cut was sand blasted and painted with bitumastic paint. Repairs were made to the approaches to the bridge, and to the piers of the dam; and also small repairs were made to the lock house and to the station in general.

## CHAFFEY'S LOCK STATION (1 Lock, and 1 Bridge).

The bridge over the waste weir was rebuilt, and sundry small repairs were made to the station in general.

The Canadian Northern Railway Company are building their line of railway across the upper end of the cut, and a station is to be built quite near the lock, all of which will be a great convenience to campers and tourists, as they will be thus enabled to reach this beautiful spot in two or three hours.

## DAVIS'S LOCK STATION (1 Lock).

Small repairs were made to the lock house and outbuildings and to the station in general.

## JONES' FALLS LOCK STATION (4 Locks, 1 Basin, 2 Bridges).

Repairs were made to the masonry of the upper lock; and a new chimney was built on the blacksmith shop. Our diver cleaned up a considerable quantity of debris from the bottom of the lower lock, which had become shallow from this cause.

A new masonry approach was built to the east side of the swing bridge across the lock. The long bridge at the foot of the combined locks was rebuilt from the water line up. The retaining dam at Morton was partially rebuilt and repairs made to the wharf at that point. Sundry small repairs were made to the roads and to the station in general.

## BRASSES POINT BRIDGE.

The fixed spans of the bridge were sand blasted and painted with bitumastic paint. The swing span was rebuilt and repairs made to the rest piers.

## UPPER BREWERS LOCK STATION (2 Locks, 1 Bridge, 1 Basin).

The centre pier, recess, and manhole on the south side of the locks were grouted and concreted. Two small wooden bridges over the road leading to the bridge were taken away, being replaced with 18-inch tile pipe culverts, and the roadway filled in on top. Sundry small repairs were made to the station in general.

## LOWER BREWERS LOCK STATION (1 Lock, and 1 Bridge).

No repairs were required at this station during the past year.

## KINGSTON MILLS LOCK STATION (4 Locks, 1 Basin, 2 Bridges).

Our diver cleaned out the bottom of the locks here, and made small repairs to the sluices. Four hundred cubic yards of stone were placed on the embankments by contract with Mr. W. J. Keenan. Sundry small repairs were made to the station in general.

## GENERAL.

The usual spring repairs, consisting of pointing and grouting the lock masonry, painting of lock gates, &c., &c., were executed by the lock labourers during the month of April last.

The heavy dimension stone required for the masonry repairs, as detailed above, was taken out of our leased quarry near Westport by our own men, and cut in the

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quarry by our own stone-cutters. The stone was freighted to its various destinations by our own tug and scows, as well as by various private boats.

The bridges mentioned above as having been sand blasted and painted with bitumastic paint, were so treated under contract from the department to Concrete Constructions, Limited.

The various materials required during the year, such as cement, timber of all kinds, paint, oil, hardware, stone, &c., were procured for our use by the Purchasing Agent of this Department.

A small boarding scow, fitted with bunks for 20 men, was built last summer, and equipped with a derrick and tool room, &c., &c., for our carpenters to live on when making repairs along the canal. This scow was rendered necessary on account of the difficulty that exists in our men obtaining board when working along the canal. She is provided with kitchen and mess room, so that the men can live comfortably on her wherever they may be working. A small gasoline launch should be purchased to tow her from place to place; and this launch could be run by the men themselves, and would prove useful in making trips for timber, &c., whenever necessary, instead of our having to send for a boat whenever this service is required.

#### DREDGING PLANT.

The dredge *Rideau* wintered last year in Hartwells Locks, and was employed for a few weeks at the commencement of the season in loading scows with clay for depositing in front of the dam at Hog's Back. She then proceeded to the Tay branch of this canal, where she was employed for the rest of the season in cleaning out and widening the canal cuts in that place. She was laid up this winter in the basin at Perth, and her crane and boom were repaired, as well as portions of her hull. As soon as navigation opens she will resume her work in the Tay branch where she left off last year.

The tug *Loretta* was employed as usual last season in buoying out the channel, towing dredge and scows, delivering timber, stone, cement, paint, oil, &c., along the canal to the various lock stations and bridges; and also she was employed on her usual inspection work. She has been supplied with an electric storage battery, which will furnish light without the inconvenience of the dynamo running when the boat is tied up, and which will also allow the engineer to go off duty at a reasonable hour every night.

Our scows were repaired last winter, in the basin at Ottawa, and are all in good condition.

A new dredging plant was contracted for last year as follows:—The dredge and tug awarded to the W. H. Kelley Lumber Company of Buckingham, Que., and two side dumping scows to Messrs. Burns & Waters of Ottawa.

The scows have been built and delivered and are most satisfactory. The tug is practically finished, and is lying in the basin at Ottawa. She is a well-built boat, but she cannot be tested until after the water is let into the canal after May 1 next. The dredge, which is being built on the banks of the Ottawa river at Buckingham, Que., is, I regret to say, not nearly as far advanced as she should be.

The Contractor informs me that the shops that are building the engines and boiler, have disappointed him with regard to delivery, and has asked to have the time extended for delivery till May 31 next.

This involves a revote of the money already provided, but I do not see any other way out of the difficulty, and I have recommended this being done by the department.

When this new dredging plant is ready, it is intended to use it exclusively in depositing clay on the backs of all the dams, which work will keep her busy for several years.

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This is really most urgently needed, as the leakage through the dams causes a large waste of water, and is partly the cause of the low water towards the end of the season, on account of the leakage making it necessary to draw on our reservoirs to keep up the levels, long before we really should have to do so.

The following is a statement of the highest and lowest water on the lower mitre sills of locks Nos. 1 and 47 at Ottawa and Kingston Mills lock stations respectively.

Ottawa, Lock No. 1.				Kingston Mills, Lock No. 47.			
Highest.		Lowest.		Highest.		Lowest.	
ft. in.		ft. in.		ft. in.		ft. in.	
Apr. 26	17 3	Apr. 1	8 1	Apr. 29-30	9 0	Apr. 1	7 4
May 31	21 8	May 5	16 9	May 31	9 4	May 5	8 10
June 1	21 9	June 29	15 3	June 14-15	9 10	June 1-2	9 4
July 1	14 6	July 30-31	10 1	July 1	9 6	July 28-31	9 1
Aug. 1	9 10	Aug. 24	8 5	Aug. 1-9	9 1	Aug. 10-20	9 0
Sept. 1	8 8	Sept. 29-30	8 2	Sept. 1-4	9 0	Sept. 25-30	8 8
Oct. 30	11 6	Oct. 9-10	7 11	Oct. 1-4	8 9	Oct. 13-23	8 4
Nov. 16	14 3	Nov. 30	11 4	Nov. 1-14	8 5	Nov. 26-30	8 3
Dec. 10	13 4	Dec. 1	11 2	Dec. 1-8	8 3	Dec. 9-15	8 2
Jan. 21-22	12 1	Jan. 12-15	10 9	Jan. 25-31	8 6	Jan. 1-7	8 2
Feb. 1	11 6	Feb. 27-28	10 2	Feb. 1-9	8 5	Feb. 10-14	8 4
March 26	19 4	March 3	10 0	March 30-31	9 1	March 1-3	8 4

I have the honour to be, Sir, Your obedient Servant,

A. T. PHILLIPS, M.Can. Soc. C.E.,  
*Superintending Engineer.*

W. A. BOWDEN, Esq., C.E.,  
 Chief Engineer,  
 Department of Railways and Canals.  
 Ottawa, Ont.

## DEPARTMENT OF RAILWAYS AND CANALS.

## TRENT CANAL,

SUPERINTENDING ENGINEER'S OFFICE,  
PETERBOROUGH, 17 April, 1913.

W. A. BOWDEN, Esq.,  
Chief Engineer,  
Department of Railways and Canals,  
Ottawa, Ont.

DEAR SIR,—I have the honour to submit my annual report for the fiscal year ended March 31, 1913, covering the work of construction chargeable to 'Capital,' Trent canal.

## ONTARIO-RICE LAKE DIVISION.

This division extends from Trenton on Lake Ontario to Rice Lake, a distance of fifty-six and a half miles, a detailed description of which was given in my annual report for 1910.

For construction purposes the division has been divided into seven sections, or contracts; all of which are under contract. The estimated value of these seven contracts as revised to date is about \$5,100,000, on which there was expended for work done and materials delivered up to the 31st March, 1913, the sum of \$3,503,442.18, or about 70 p. c. of the estimated value of the seven contracts at their respective contract rates.

There are on the division 18 locks, 14 dams and 18 bridges. All the locks are built except Nos. 8 and 15, which will be built this year. All the dams are built except Nos. 4, 9, 10 and 13 which are from 24 p. c. to 75 p. c. finished. Twelve bridges are finished and in commission, and five more are under construction.

*Section No. 1.*—This section extends from Trenton to Glen Miller, a distance of about four and a half miles, on which length of the river there are three locks, three dams and two bridges.

A contract for the work was entered into with Messrs. Larkin and Sangster on March 10, 1908. The total value of work done and materials delivered up to March 31, 1913, amounted to \$950,915.75 or about 92 per cent of the value of the contract.

The principal items of work done are 254,704 cubic yards earth, 15,709 cubic yards loose rock, 242,429 cubic yards solid rock, and 71,376 cubic yards concrete.

The three locks with their entrance piers and the short canals leading into them are finished. The lock gate machines and valves of the lock culverts have been placed in position.

The three dams on the section are finished and in commission. Dam No. 1 was finished last October, when the old Gilmour Dam at this point was removed.

There are about twenty-two thousand cubic yards of rock yet to remove above grade in order to complete the submarine channel connecting the lower end of the canal below Lock No. 1, and the mouth of the river. This dredging has been sublet by the contractors to Mr. Robert Weddell who will complete the work this season.

In order to protect the canal channel in front of Meyers Island, below Lock No. 1, it was decided last fall to build 1,350 feet of concrete wall along the river side of the channel, so as to alleviate the velocity of the current in the navigation channel during the spring freshets. Arrangements were accordingly made with the contractors to execute the work this summer.



## SESSIONAL PAPER No. 20

The Sydney Electric Power Co.'s plant at Dam No. 2 was successfully operated throughout the past year. A short description of this plant was given in my last annual report.

The swing span in the Glen Miller Highway bridge was opened for traffic in February, 1909. The substructure of the Gilmour siding bridge has been finished up to water level, but cannot be completed until the type of the superstructure is definitely decided upon.

The main line of the Campellford, Lake Ontario and Western Railway (C.P.R.) crosses the river about 4,700 feet below Lock No. 1 by a viaduct 1,500 feet long, and 50 feet high, built under the terms of Lease No. 19,946, dated March 14, 1913. It is designed for a single track, and will provide a clear head room of about 39 feet between the lowest steel and high water. The navigation channel span will be 100 feet wide in the clear. The concrete substructure is about completed, and it is expected the steel superstructure will be erected before next Autumn. The whole of the work is being carried out by the Railway Company at their own cost.

The whole of the work embraced in Messrs. Larkin & Sangster's contract for Section No. 1 will be fully completed this season.

*Section No. 2.*—This section extends from Glen Miller to Frankford, a distance of about four and a half miles, on which stretch of the river there are three locks, three dams, and one bridge.

A contract for the work was entered into with Messrs. Dennon & Rogers on May 30, 1908. The total value of work done and materials delivered up to March 31, 1913, amounted to \$439,914.31, or about 61 p. c. of the value of the contract.

The principal items of the work done are 102,557 cu. yds. earth, 13,770 cu. yds. loose rock, 84,665 cu. yds. solid rock, and 53,753 cu. yds. concrete.

The three locks on the section are built, but some work has yet to be done on the entrance piers of Lock No. 4. There is yet a lot of excavation, &c., to do before the short canals at each lock are finished. The lock gate machines and valves of the lock culverts have been placed in position.

Dam No. 4 is about 75 p. c. finished, and will be completed this summer. Dam No. 5 is finished except the platform across the top of the piers. Dam No. 6 is completed.

There is 20 per cent of the earth, and 47 per cent of the rock excavation on the section to do. The quantity of the latter item remaining to be done is about 73,000 cubic yards, and is principally under water, and will take the contractors two or more years to take it out. There are yet about 10,000 cubic yards of concrete on the section to lay, which item of work should be finished this season.

The Sydney Electric Power Company's plant at dam No. 5 was placed in commission on January 28 last, when one of the four units which comprise this plant was started running. The current is transmitted under low voltage to their large transformer station at dam No. 2, where it is stepped up for transmission to various parts of the country.

After five years work only 61 per cent of this contract is finished. During the past year \$69,040.61 was spent on the work, chiefly in laying concrete in lock and Dam No. 4.

*Section No. 3.*—This section extends from Frankford to a point three miles west of Glen Ross, a distance of seven and a half miles. At Glen Ross there are a lock, a dam, and two bridges.

A contract for the work was entered into with the Canadian General Development Company, Limited, on April 24, 1908. The total value of work done and materials delivered up to March 31, 1913, amounted to \$181,042.32, or about 63 per cent of the value of the contract.

Lock and Dam No. 7, the short canal, and bridges at Glen Ross are finished.

The work on this section is finished except the dredging in the river and at the ends of canal at lock No. 7, on which no work has yet been done, as the contractors

have no dredging fleet on the section, and are waiting for the completion of the canal between Trenton and Frankford, so that they can bring drill boats and dredges up the river from Lake Ontario.

*Section No. 4.*—This section extends from Adam's Landing, a point three miles west of Glen Ross, to Campbellford, a distance of about fourteen miles. There are between Bradley Bay and Campbellford five locks, three dams, four bridges; and about one mile of concrete retaining wall, for enclosing the river through the town of Campbellford, together with a large quantity of earth and rock excavation.

A contract for the work was entered into with Messrs. Haney, Quinlan and Robertson, on June 22, 1910. The total value of work done and materials delivered up to March 31, 1913, amounted to \$701,420.94 or about 53 per cent of the value of the contract.

The principal items of work done are 166,050 cubic yards earth, 4,660 cubic yards loose rock, 130,700 cubic yards solid rock, and 88,630 cubic yards concrete.

Locks 9, 10, 11 and 12 are built, with the exception of part of their entrance piers, which will be finished early this season. The lock gate machines, and the valves of the filling culverts have been placed in position in these locks.

Dam No. 8 and its long wing wall up Meyer's Island is finished. Dams No. 9 and 10 are respectively about 35 per cent and 24 per cent built, the former will be finished this year.

The supply weirs for power below Dam No. 9, and at the head of lock 12 are built.

The concrete culvert under the canal, a short distance above lock 12 is built and in commission, together with all the sewer pipe along the gravel road, which discharges into it.

The piers for the highway swing bridge across the head of lock 12 are built, and the superstructure is erected and finished.

The diversion and substructure of the bridge for carrying the Northumberland Paper Mills siding over the canal are finished. The diversion was opened for traffic in February, 1912. Trains at present are carried over the canal on a wooden trestle. as the superstructure of the permanent bridge, a bascule, will not be erected ready for traffic until midsummer this year.

The Trout Creek diversion and bridges across it on the gravel road and Balaclava street were finished in December, 1911.

About 50 per cent of the core wall in the canal embankment between locks 8 and 9 is built, and 97 per cent of the core walls in the banks between lock 12 and the Grand Trunk Railway bridge are also finished.

About 35 per cent of the east river wall for enclosing the river between the Grand Trunk Railway bridge and the upper end of the section has been built, together with 40 feet of the culvert under the river for connecting the sewers in the back of the east and west river walls.

On August 10, 1912, the removal of the old dam at Campbellford was begun, and as soon as the water in the river reach above the dam had fallen, excavation for the bascule span of the highway bridge was begun. Since then the substructure has been built together with 100 feet of the west river wall adjacent to the bridge. The superstructure of the bascule span, which replaces two of the fixed spans removed from the west end of the bridge, is now about finished, and was placed in commission on March 21 last.

During this season lock 8 and its entrance piers, and all other concrete work between Bradley Bay and the Grand Trunk Railway bridge, Campbellford, will be finished, and about 75 per cent of the excavation, back filling, and embankments, &c., between the above points.

Whether the river walls through Campbellford will be finished or not this season depends on how soon high water subsides, and what action is taken towards proceeding with the construction of the new bridge for the Grand Trunk Railway.

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It is very unlikely that the contractors will do any excavation on Bradley Bay until they can bring a dredging fleet up the river from lake Ontario. There are on this reach of the river, pertaining to the contract for section No. 4, two seasons' work for one dredge.

*Section No. 5.*—This section extends from Campbellford to Crow Bay, a distance of three miles. On this section are two locks, two dams, and about half a mile of concrete wall for enclosing the river through Campbellford.

A contract for the work was entered into with Messrs. Brown and Aylmer on the 28th September, 1907. The contract was amended the 30th May, 1911, so as to include the construction of the river walls. The total value of work done and materials delivered up to the 31st March, 1913, amounted to \$566,796.45, or about 84% of the value of the contract.

The principal items of work done are 143,460 c. yds. earth, 27,085 c. yds. loose rock, 57,100 c. yds. solid rock, and 57,191 c. yds. concrete.

Locks 13 and 14, dams 11 and 12, and the river walls at the lower end of the section are built. The excavation in the Crow Bay channel above lock 14 is finished and accepted.

About 90% of the excavation required to be done between the east river wall and the edge of the channel has been taken out, together with most of the excavation in the navigation channel opposite the river wall. The area covered by this excavation was coffer-dammed, and most of the material was removed by a steam shovel and cars.

The principal item of work remaining to be done on this section is the excavation (dredging) of the channel between the upper end of the east river wall, and the lower entrance of lock 13, but it is very doubtful if much of it can be done this season, as the water in the river at present may be too low to float a dredging fleet, and it will be impossible for us to raise the level of this reach until dam No. 10 is finished, which structure will not likely be completed until late in the summer of 1914.

*Section No. 6.*—This section extends from the lower end of Crow Bay to one thousand feet west of Heeley Falls bridge, a distance of about three miles. There are three locks, one dam, and one bridge on the section, together with a large quantity of earth and rock excavation. The short canal at this point is located on the west side of the river and is designed to overcome the 76 feet rise between Crow Bay and the fourteen miles of river reach between Heeley Falls and Hastings.

A contract for the work was entered into with Messrs. Haney, Quinlan & Robertson, on the 23rd May, 1910. The total value of work done and materials delivered up to the 31st March, 1912, amounted to \$357,358.04, or about 68% of the value of the contract.

The principal items of work done are 28,000 cubic yards of earth, 23,200 cubic yards loose rock, 102,170 cubic yards solid rock, and 51,872 cubic yards concrete.

Locks 16 and 17, and their entrance piers are finished, and also the retaining wall along the east side of the canal between locks 15 and 16. The extension walls at the head of lock 15 and the piers for the road bridges at this point are also built. The lock gate machines and the valves of the filling culverts in locks Nos. 16 and 17 have been placed in position.

Dam No. 13 is about 70% built, and the wall along the east side of the canal between the dam and lock No. 17 is finished.

Three of the small fixed spans at the east end of Heeley Falls bridge have been taken down and replaced by a swing bridge, which was placed in commission the second week of October, 1912.

The work remaining to be done on this section is the construction of lock No. 15, completion of dam No. 13, and the balance of the excavation, all of which will be done this season, except some excavation (dredging) in the lower entrance of lock No. 15.

The Eastern Power Co. who are constructing a hydro-electric plant at this point, carried on their work during the past year in an intermittent manner. The foundation of the power house is 75% built, the supply weir or head-block situated at the head of lock No. 17 is built, and two lines of 12 feet diameter steel pipe connecting the head block and power house are 90% finished, and the steel plates of the third line of pipe are delivered on the ground. Some work has been done in the tail race, the excavating of which involves the removal of a large quantity of submarine rock excavation. The plant is designed for the full development of the power at this point, and the company hope to have it ready for operation concurrently with the completion of the canal works.

*Section No. 7.*—This section extends from Heeley Falls to Rice Lake, a distance of about nineteen and a quarter miles. The principal works consist of a large quantity of earth and rock dredging in the river, the construction of a new lock and dam at Hastings, and a new and longer swing span at Trent Bridge, and new guide piers for the Grand Trunk Railway bridge at Hastings.

A contract for the work was entered into with the Randolph Macdonald Co., Ltd., on the 4th January, 1909. The total value of work done and materials delivered up to the 31st March, 1913, amounted to \$275,995.27 or about 64% of the value of the contract.

The principal items of work done are 51,948 c. yds. earth, 18,314 c. yds. loose rock, 44,095 c. yds. solid rock, and 13,750 c. yds. concrete.

The new lock was placed in commission on March 30, 1911. The new dam was finished and placed in commission in October, 1912, when the old structure was removed. The short swing span in Trent Bridge has been taken down and replaced by new piers and a longer span, which was placed in commission on the 5th June, 1911. The new channel under the south arm of the swing span was dug out last summer. It increases the cross section of the river at the bridge, which will tend to improve spring flood conditions between Trent Bridge and Hastings. The new guide pier for the Grand Trunk bridge at Hastings is built, and is a great improvement to navigation.

About 90% of the excavation in the river between Rice Lake and Hastings is finished and eighteen channel piers have been placed in position between these points. Below Hastings considerable dredging has been done.

There are yet about one hundred thousand cubic yards of dredging to do, and we estimate that it will take the contractor's two dredging fleets about two seasons to complete the work.

#### BURLEIGH FALLS DAM.

Messrs. Bishop & Buchannan completed their contract for the construction of the new concrete dam at Burleigh Falls in July, 1912. The old timber dam was removed the following month.

On the 3rd October, 1912, the final estimate for the work amounting to \$54,047.96 was returned to the department.

#### ROSEDALE SECTION.

Messrs. The Randolph Macdonald Co., Ltd., completed their contract for the construction of the Rosedale section on the 26th October, 1912. The new lock has been in commission since May, 1910, and the new dam since November, 1910.

A final estimate for the work, amounting to \$289,184.64, was sent into the department on the 7th March, 1913.

#### HOLLAND RIVER DIVISION.

In December 1911, the Government decided to abandon further work on the Holland River division, and accordingly accepted the surrender of the York Construction

## SESSIONAL PAPER No. 20

Co's contract for the construction of section No. 2 on the 31st December, 1911, and the execution by them under a special agreement of certain unavoidable work in connection with the road approaches to bridges, &c. The latter work was completed the 30th June, 1912, at a cost of \$27,929.48.

A final estimate for the work done by the company on section No. 2 up to the 31st December, 1911, amounting to \$537,189.16, was sent into the Department on November 11, 1912.

The Canal office at Newmarket was closed on the 31st July, 1912, and shortly afterwards a caretaker, residing in Holland Landing, was appointed to look after the canal property and right of way.

## BRIDGES.

The Cleveland Bridge and Engineering Co's contract, dated 24th October, 1910, for the manufacture and erection of highway swing bridges at Heeley Falls and Trent bridge, was completed on the 7th November, 1912, at a total cost of \$16,240.84.

The swing span at Trent Bridge was placed in commission on the 5th June, 1911.

On the 30th June 1911, a contract was entered into with the Hamilton Bridge Works Co., Ltd., for the manufacture and erection of a "Strauss" Highway Bascule Bridge over the canal at Bridge St., Campbellford, Ont. The bridge is a single leaf, of the Heel Trunnion Type, consisting of a one hundred and eight feet through truss moveable span, and a thirty-five feet tower span carrying the counterweight.

The erection of the bridge was far enough completed to permit it being placed in commission on the 21st March last. Painting and testing has yet to be done.

The Canadian General Electric Co. are providing the electric equipment for the bridge, under a contract dated 8th October, 1912. The material is delivered, and about 90 p.c. of it is erected.

The Dickson Bridge Works Co's contract, dated 4th August, 1911, for the manufacture and erection of a highway swing span across the head of Lock No. 12, at Campbellford, was finished on the 17th July, 1912, at a total cost of \$3,998.00.

On the 12th November, 1912, a contract was entered into with the Hamilton Bridge Works Co., Ltd., for the manufacture and erection of a 'Strauss' Railway Bascule and fixed span bridge for carrying the Northumberland Paper Mills Railway Siding over the canal at Campbellford. The bascule is a single leaf, single track bridge, consisting of an 83 feet through plate girder moveable span, and a tower carrying the counterweight. The fixed span is a semi-through plate girder 77 feet long. The bridge is now being manufactured and will be erected this summer. The electrical equipment for it is being manufactured by the Canadian General Electric Co.

## VALVES FOR LOCKS.

*Wagon Valves.*—A contract for the manufacture and erection of the wagon valves required for the new locks, and regulating culverts of the Ontario-Rice Lake Division of the canal, was entered into with the Dominion Bridge Co., Ltd., on the 5th October, 1908.

All the valves have been installed in place, except those of Locks Nos. 8 and 15, the material for which is delivered on the ground, and will be placed in position as soon as the locks are built. A description of these valves was given in my annual report for 1910.

*Cylindrical Valves.*—The Wm. Hamilton Co., Ltd., completed their contract for the manufacture and erection of the cylindrical valves for the flight locks at Ranney and Heeley Falls, Ontario-Rice Lake Division, on the 12th November, 1912, at a total cost of \$24,522.00.

## LOCK GATE OPERATING MACHINES.

A contract was entered into with Mr. Herbert B. Collier on the 7th May, 1909, for the supply and delivery of Operating Machines, Anchorage Fittings, and Pivots required for the Lock Gates of the new locks along the canal. These machines are being manufactured by the Wm. Hamilton Co., Peterboro.

All the material has been manufactured and installed in position, except that for Locks Nos. 8 and 15, Ontario-Rice Lake Division, which will be installed as soon as the locks are built.

## EMERGENCY DAMS.

On the 5th April, 1911, a contract was entered into with the Dominion Bridge Co., Ltd., for the supply, delivery, and erection of seven sets of steel stop-logs and bridges, for emergency dams.

These structures are to be placed at the head of locks situated at the lower end of long river reaches, or lakes, and are intended for use in case through accident; connection is established between the upper and lower levels, by a stream through the lock chamber of such velocity, that the mitering gates could not be closed until the current has been checked.

In general the structure consists of a small deck girder swing bridge of unequal arms, carrying a trolley car, and winches for handling and placing the five steel stop-logs, for closing the head of the lock. These logs when not in use are stored on the short arm of the bridge, and act as a counterweight for balancing it when swinging.

The material for the seven dams has all been manufactured and delivered, and that for the dams at the head of the canal above Lock 6, and at the heads of locks 7, 12 and 14 is all erected. The contract will be fully completed early this summer.

## GENERAL.

*Cement.*—About 71,000 barrels of Portland cement were delivered on the canal during the past year, under contract with the Canada Cement Company.

*Lock Gates.*—Plans and specifications for the lock gates of the locks on the Ontario-Rice Lake Division have been completed, ready for advertising for tenders for their construction during the current year.

*Nassau Dam.*—A plan and specification are being prepared for a new concrete dam at Nassau to replace the present wooden structure which is very leaky. Tenders will probably be invited for the construction of the dam as soon as the plan and specification are ready.

*Fenelon Falls Dam.*—A plan and specification have been prepared for a new concrete dam at Fenelon Falls to replace the present dilapidated wooden structure. The work is now advertised for tenders.

*Severn River.*—In accordance with your instructions of December, 1911, a very complete survey of the Severn river was begun last year with the object of preparing plans and specifications for the work of canalizing the river to the same dimensions as the Ontario-Rice Lake Division of the Trent waterway. The work is under the immediate charge of Mr. E. B. Jost.

The various outlets or mouths of the river have been thoroughly surveyed and sounded, and also the north shore of Matchedash Bay for the purpose of determining the best harbour for the northern terminal of the canal. The country in the vicinity of the Big Chute has also been very carefully examined and surveyed with the object of determining the best location for the locks and canal at this point.

## SESSIONAL PAPER No. 20

At present an extended examination and survey of the river between Ragged and Swift Rapids is being made with the object of ascertaining the feasibility of locating a lock and dam at Swift instead of at Ragged Rapids, and also of moving the Orillia hydro-electric plant to Swift in the event of it being finally decided to locate the lock and dam at that point.

For construction purposes it is proposed to subdivide the river into three sections. Section No. 1 to include all work at the mouth of the river and at Big Chute; section No. 2 to include the work at Swift and Ragged Rapids; and section No. 3 to include that between Sparrow and Conchiching Lakes.

The preliminary plans and estimates for section No. 1 have been forwarded to the Department, and those for section No. 2 will be ready by the end of this month. The field notes for section No. 3 have been plotted and some work done on calculating quantities, &c.

*Lake Surveys.*—Very little work was done during the past year on the hydrographic survey begun five years ago, of the chain of lakes which form part of the Trent waterway. It is the intention however to continue the work this summer, as soon as the Severn River survey is finished.

I am, sir,  
Your obedient servant,

ALEX. J. GRANT,  
*Superintending Engineer.*

## DEPARTMENT OF RAILWAYS AND CANALS, TRENT CANAL.

## SUPERINTENDENT'S OFFICE,

PETERBOROUGH, May 27, 1913.

SIR,—I have the honour to submit herewith my annual report of the maintenance and operation of the Trent canal for the fiscal year from April 1, 1912, to March 31, 1913.

The extent of the canal completed is the same as last year, namely, 160 miles.

## OPENING AND CLOSING OF NAVIGATION.

	Opened.	Closed.
Peterborough-Hastings division. . . . .	April 23.	December 1.
Peterborough-Lakefield division. . . . .	May 20.	November 6.
Lakefield-Fenelon Falls division. . . . .	May 3.	December 1.
Balsam lake-Lake Simcoe division. . . . .	May 8.	October 26.

## PETERBOROUGH LIFT-LOCK OPENED.

The Peterborough hydraulic lift-lock was operated on May 20.

## WORK PERFORMED ON THE DIFFERENT DIVISIONS DURING THE YEAR.

## RICE LAKE-HEALEY FALLS DIVISION.

The following work was performed during the year on the Rice Lake-Healey Falls division.

4 GEORGE V., A. 1914

*Lockmaster's House, Hastings.*—Minor repairs were made to the Lockmaster's house at Hastings, such as renovating, &c.

*Wharfs in Rice Lake.*—General repairs were made to a number of wharfs in Rice Lake, new planking being put in where necessary, which improved the condition and general appearance of these wharfs. The cost of this work was \$282.75.

## PETERBOROUGH—RICE LAKE DIVISION.

*Planking Bridge, Hale's Bridge.*—Hale's bridge on the Otonabee river was replanked, and minor repairs made at a cost of \$197.17.

*Landing Pier at Whitfield's Landing.*—A landing pier was constructed at Whitfield's, Rice Lake, that fills a much needed want of the farming community in that section of the county. The township council had been approached at different times by the residents, with a view of working out some method to enable the farmers to get ready access to Peterborough to market their produce, and as a result, a petition was circulated praying for the erection of a wharf or a pier at this point. The township council have spent considerable money on the road leading to the pier, and considerable produce and freight will, no doubt, be handled at this point. The total cost of the pier was \$544.53.

*Lock No. 7, Peterborough.*—A new timber slide for canoeists was erected at the upper end of No. 7 Lock, known as Collin's Locks, Peterborough. The old slide had become a menace to the canoeists, and it was necessary to take some steps to prevent loss of life and accidents. Additional electric lights were also put in, in the vicinity of the slide. Anchor bolts were put into the entrance pier above the lock, running from the retaining wall twenty-two feet back, and these were reinforced by concrete blocks. The lockmaster's house and office were repainted.

*Swing Bridge at No. 7 Lock, Peterborough.*—Minor repairs were made to the swing portion of the bridge at No. 7 Lock, Peterborough.

## PETERBOROUGH—LAKEFIELD DIVISION.

*Peterborough Hydraulic Lift Lock.*—On Friday, October 23, the lower west gate of the Peterborough lift lock was out of commission, and refused to raise. On examination it was found that the cover and studs on bearing next to the sprocket-wheel that carries the chain for lowering and raising the gates was broken. This was, no doubt, caused either by the dropping of the gate suddenly or by reversing the gate engine too quickly, causing a sudden jerk on the slack chain. The repairs were made and the lock was in perfect working order by the following Sunday evening. Of course, navigation was interfered with to some extent on Friday and Saturday. Other general repairs were made at a cost of \$2,405.69. Considerable repairs were made to the canal banks between the Peterborough lift lock and the Norwood road. About one hundred and fifty feet of riprapping on the east bank of the south side of the Norwood road slid into the canal. This was evidently caused by the frost leaving the ground during the month of April. As soon as possible men were put to work and repaired the damage. On June 1, 1912, a slide in the bank, north about one hundred and fifty yards above the Peterborough lift lock, was reported. This was caused by seepage from the canal, and, no doubt, would have proved serious had not immediate steps been taken. A clay core about three hundred feet in length was put in. This work will be resumed the coming season. Other minor repairs were made to the banks at a cost of \$4,989.12.

*Nassau Dam.*—Extensive repairs were made to Nassau dam. The slide in No. 1 weir was in a very bad state of repair, the lumber being completely gone, and the



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stone filling nearly all out. It was found necessary to put in a new bottom, rock bolt it and fill it up with stone. No. 2 weir was in about the same condition as No. 1, and required similar repairs. The log weir was also repaired, new stoplogs and guides being put in. No. 4 weir was in a very dangerous condition, the pier seemingly having been built on gravel, and a considerable washout was located under the pier. A new floor was put in here, as well as new timbers. The repairs to the dam are of a lasting nature, and were made at a cost of about \$1,279.05.

*Peterborough Flood-Dam above Hunter Street.*—Considerable repairs were made to this dam, but owing to high water it was impossible to complete the work.

*Dredging Locks 3 and 5.*—Considerable sand and earth had been washed into the approaches of the locks between Peterborough and Lakefield by the current. This obstruction was causing trouble to the steamboatmen, and it was found necessary to have the dredge *Fenelon* brought down from Lindsay late in November, to clean out approaches. This work entailed an expenditure of \$1,779.47. This work was not completed, and will be resumed this spring.

*Painting Lockhouses.*—The lockmasters' houses between Peterborough and Lakefield, five in number, were repainted at a cost of \$1,332.41.

*Dam No. 5.*—The two centre piers of the dam went out and had to be reconstructed and new flooring put in the sluiceways at a cost of \$800.59.

*Dam No. 3.*—Minor repairs were made to the 'gains' at dam No. 3.

*Locks at Young's Point.*—Minor repairs were made to the locks at Young's Point.

*Landing Pier, Sandy Point, Clear Lake.*—A small landing pier at Sandy Point, Clear lake, was built, costing \$275.92.

*Mount Julian Dock, Stony Lake.*—A large quantity of filling was put in at this dock and a storehouse 16 x 24 feet built, the total cost of the work being \$996.73.

*Lockmaster's House, Burleigh Falls.*—Extensive repairs were made at Burleigh Falls. The lockmaster's house was jacked up and new timbers put in, new flooring was put in throughout the house, the house was repainted as well as the office and storehouse.

*Bridge at Burleigh Falls.*—New timbers were put in the approaches and the bridge repainted. The road was repaired, the high water causing a washout at this point.

*Plant-General.*—The cost for general repairs to the plant during the season was \$6,561.56.

*Bridge at Buckhorn.*—Minor repairs were made to the bridge at Buckhorn.

*Lockmaster's House, Buckhorn.*—Repairs were made to the lockmaster's house at Buckhorn, and the chimney rebuilt at an expenditure of \$106.65. The storehouse and ice house were repainted.

*Glance Pier at Buckhorn.*—A portion of this pier had been carried away by the water and was renewed. New lumber being put in and the pier reloaded with stone at a cost of \$330.26.

*Peterborough to Bobcaygeon.*—*Lockgates*—General repairs were made to the lockgates between Peterborough and Bobcaygeon at a cost of \$1,079.29.

*Bridge at Bobcaygeon.*—New flooring was put in at Bobcaygeon and the bridge was repainted.

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*Bobcaygeon Lock and Dam.*—Extensive repairs were made to the Bobcaygeon lock and dam. At the dam the old stoplogs were replaced by new ones, 21 in number, new 'gains' were put and the fish slide replaced. A portion of the tumbling dam was also repaired, additional plank being put on the top of the dam. The lockgates, as well as the lockmaster's office was repainted. New timber supports were placed in the raceway, and a new covering of hemlock plank laid down. These repairs were done at a cost of \$1,624.40.

*Scugog River Dredging.*—Dredging was resumed in the Scugog river above the Wellington street bridge on April 17, 1912. Until July 1, the dredge was cleaning mud, wire, bark and other refuse off the bottom of the river for a distance of 3,000 feet, from the Wellington street bridge to Baker's mill, preparatory to drilling operations. On July 1 the dredging proper was commenced above the Wellington street bridge. The channel was dredged for a distance of 1,000 feet below the bridge to a depth of nine feet, and one hundred feet wide, and nine feet deep, and fifty feet wide for a distance of 420 feet. An average of two hundred yards per day from July 1 to October 31 was taken out. All this was rock excavation and required blasting to a depth of four feet of rock.

*Sturgeon Lake Dredging.*—The channel at the entrance of the Scugog river and Sturgeon lake was dredged for a distance of two hundred feet and twenty-five feet wide at a cost of \$1,138.99.

*Pigeon Creek Dredging.*—The channel from Pigeon lake to Omemeé was cleared of bogs. These bogs were removed from the old channel and anchored by means of boom timber and cement anchors. About seven thousand feet of boom timber, two hundred and fifty boom chains, and one hundred cement anchors and chains were used for this purpose. The total cost of the work was \$2,254.51.

*Fenelon Falls.*—The landing pier at the Fenelon Falls dock at the upper end of the lock was rebuilt from the water line up. A new plank platform was laid on the pier. The lockgates were overhauled and new chains put in and new valves installed in the upper gates. A new cement walk was also laid to the lockmaster's house.

## LAKE SIMCOE—BALSAM LAKE DIVISION.

*Toolhouse at Rosedale.*—A new toolhouse was erected at Rosedale, and minor repairs made to the swing bridge at an expenditure of \$359.75.

*Cleaning Drowned Lands.*—In April, 1912, a number of men were put to work, cleaning drowned lands at the 4th Concession bridge in the township of Eldon, in the vicinity of Balsover. A considerable portion of land was also cleared, the timber being cut into wood and posts, and the refuse burned. The cost of carrying out the work was \$783.23. On December 16th, 1912, a gang of men were put to work cleaning the floating timber and stumps off the drowned lands in the vicinity of what is known as the Portage Road bridge, Balsam lake, Lake Simcoe division. The timber was cut into cordwood and posts, while the stumps and other debris were piled and burned. The cost of this work was \$524.31.

*Kirkfield Hydraulic Lift Lock.*—The machinery of the lock was overhauled and minor repairs made to the lock in general at a cost of \$273.38.

*Locks and Lockgates.*—New concrete recesses for gate arms on the lower gates were put in from lock 1 to 5, inclusive, as well as other minor repairs made. A new concrete floor was put in the cellar of the lockmaster's house at lock No. 4. The total cost of the work being \$1,157.35.

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*Cleaning out Ditches.*—The ditches between the Middle Road and Talbot river on the north side of the canal, and on the south side from the Middle Road, East, along the Westcott property, were cleaned out. This work was compulsory owing to the fact that the tile drains carrying the water from the farms in the vicinity were cut off and blocked, when that section of the canal was constructed and the ditches were dug to carry the surface water and prevent damage to property. A portion of this work on the north side is yet to be completed. The outlay of this work, so far, is \$557.25.

## RESERVOIR WATERS.

## GULL RIVER.

*Moore's Falls Dam.*—The dam at Moore's Falls was rebuilt with concrete. A twenty-five feet sluiceway put in, concrete piers erected and a concrete reinforced platform laid on the dam. On the south side of the dam two twenty-five foot openings were put in with concrete piers and cut-off walls with reinforced concrete tops. The channel on the north side was deepened four feet and the sill lowered four feet. A granite formation of rock was taken out for a distance of eighty-five feet, four feet deep and thirty-six feet wide.

*Dam at Norland.*—The slide was repaired and a new platform erected on the dam, costing \$162.42.

*Dam at Elliott's Falls.*—Minor repairs were made to the dam at this point.

*Big Bob Lake Dam.*—A new lumber platform was erected on Big Bob lake dam costing \$378.69.

*Twelve Mile Lake Dam.*—Minor repairs were made to the dam at Twelve Mile lake at a cost of \$135.25.

*Oblong Dam.*—Repairs were made to the slide on Oblong dam on the east branch of the Gull river. The cost to carry out these repairs was \$183.88.

*Hawk Lake Dam.*—General repairs were made to the dam at Hawk lake at a cost of \$400.97.

## BURNT RIVER.

*Devil's Lake Dam.*—Minor repairs, gravelling, &c., were made to Devil's Lake dam.

*White Lake Dam.*—Repairs were made to the slide at White Lake dam.

*Black Lake Dam.*—The road around Black lake in the township of Cavendish was repaired and gravelled. These repairs were necessary owing to a washout caused by the excessive rains and the overflowing of the waters at the dam.

*Bear Lake Dam.*—Minor repairs were made to the dam at Bear lake.

## MASSASSAUGUA WATERS.

*Gull Lake Dam.*—This dam was repaired and gravelled.

*Eagle Lake Dam.*—Minor repairs were made to Eagle Lake dam.

*Bottle Lake Dam.*—One side of the dam was rebuilt and a new timber platform put on and the dam resheeted at a cost of \$1,680.36.

*Scott's Dam.*—The dam at Scott's Mills was rebuilt. A new platform was put on and the dam resheeted and the slide repaired. This dam is now in a good state of repair. The expenditure of same being \$1,367.36.

## EEL'S LAKE.

*Eel's Lake Dam.*—The old dam at Eel's lake which empties into Eel's creek was removed and a substantial new timber dam built. The new dam is 86 feet long, with a centre pier 11 feet x 16 feet, and two shore piers 31 feet each. There are two 7-foot sluiceways. The dam now controls a 11-foot head. The cost of constructing same was \$2,160.46.

## REPORT ON LIGHTHOUSES AND LIGHTS, AND AIDS TO NAVIGATION.

*Lake Simcoe.*—Built a lighthouse at Big Bay point, Lake Simcoe, and put a concrete pier 24 x 18, 6 feet above normal water level. We also built a wooden house for light fourteen feet high from concrete pier. We placed a blaugas plant in this lighthouse. This light gives good satisfaction with the steamboat men.

We built a new wooden lighthouse on the wharf at Kemfelde bay. This light is fourteen feet high from the wharf. Same design and dimensions as the wooden part of our other lighthouse, Big Bay point, as shown on plan. Light, oil.

Put a light on the wharf at Thorah island. Light, oil.

Put a new siche gas plant in the lighthouse, Gamebridge, at the entrance to canal from Lake Simcoe.

Two buoys were put out at entrance to Holland river from Cook's bay.

One buoy on shoal off Belle Ewart.

One buoy on shoal west of Fox island.

Two buoys on shoal northeast of Fox island.

Two buoys on shoal south of Big Bay Point light.

One buoy on shoal at Hooges wharf.

One buoy on shoal off Jackson point.

One buoy at entrance to canal from Simcoe.

The lighthouse at entrance to canal was painted.

Painted the buoys in the canal from Simcoe to Balsam lake.

*Balsam Lake.*—Painted the buoys, and put new ones at Greenly's island, Ball island, and Small island, south of Grand island, and also painted the lighthouse at Rosedale, at entrance to canal from Balsam lake.

*Cameron Lake.*—A new lighthouse was put at the entrance to the canal from Cameron lake. Same design as at Big Bay point, with concrete base.

Painted the lighthouse, buoys, and put in one new buoy.

*Sturgeon Lake and Scugog River to Lindsay.*—Put out two new buoys at the entrance to Fenelon river from Sturgeon lake and painted all the buoys. Put a new buoy at Sturgeon point, McConnal's island, and a new lighthouse at the entrance to Scugog river from Sturgeon lake. We had the old siche gas plant repaired and replaced. Painted all the lighthouses, fourteen in number, on the Scugog river. Painted the buoys and put in twenty new ones.

*Scugog River and Lake Scugog.*—Painted the buoys from Lindsay to Port Perry, Scugog lake, fifty six buoys.

*Sturgeon Lake at Bobcaygeon.*—Painted the lighthouses and buoys.

## REPORT ON LIGHTHOUSES AND LIGHTS, AND AIDS TO NAVIGATION.

*Pigeon Lake.*—Painted the lighthouse at Pigeon lake, and the buoys in Buckhorn, Deer bay, and Lovesick lake.

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*Stony Lake and Clear Lake.*—Painted and repaired the lighthouse, and reset the buoys and painted them.

*Young's Point.*—Had the gas plant overhauled and built a new house for the siche gas machine 10 x 12, with concrete foundation and floor.

*Young's Point to Lakefield.*—We had the buoys repainted and placed in position.

*Lakefield to Peterborough.*—The buoys were painted and placed in position.

*Otonabee River to Rice Lake.*—All the buoys were painted and placed in position.

*Rice Lake.*—Built a new lighthouse at Tick island, wood top, same as at Big Bay point, with concrete foundation. A light was placed on the pier at the forks of the river, and one on the pier at Jubilee point. Painted and repaired the lighthouse at entrance to river at the cut, leading into Rice lake from the Otonabee river.

I am, Sir,

Your obedient servant,

J. H. McCLELLAN,  
*Superintendent.*

W. A. BOWDEN, ESQ.,  
Chief Engineer,  
Department of Railways and Canals,  
Ottawa.

## DEPARTMENT OF RAILWAYS AND CANALS.

ONTARIO—ST. LAWRENCE CANALS,  
SUPERINTENDING ENGINEER'S OFFICE,  
CORNWALL, April 1, 1913.

SIR,—I have the honour to submit my annual report on the St. Peter's canal for the fiscal year ending March 31, 1913.

The canal was opened for navigation April 22, 1912, and closed January 11, 1913.

During the season of navigation 1,242 registered vessels were passed through the canal. In addition to these a considerable number of small craft (principally fishing boats measuring from 7 to 10 tons burthen) were passed through. No record was kept of these owing to the fact that they are not registered.

## REPAIRS.

Some repairs were made to segment plates, chains and rollers, as well as valve rods in lock gates. The hand rails on all lock gates were also repaired.

Minor repairs were made to cribwork facing along west bank of canal.

A new floor was placed on highway swing bridge across canal.

A new watch house for bridgetenders was erected.

A new floor was laid in kitchen of lockmaster's house.

The whole of the canal works are in such a dilapidated condition that only sufficient repairs are attempted to enable the canal to be operated till the new lock is ready for use.

## IMPROVEMENTS.

The works of improvement as designed consist of the construction of a new lock and entrance at the Atlantic end of the canal.

The lock is to be 48 feet wide and 300 feet long between gates opening in the same direction. It provides for a depth of 18 feet of water on mitre sills at low tide.

The lock will have a rock bottom, and the side walls of lock as well as the entrance walls for a length of about 400 feet on each side, will be built of concrete.

The work as designed entails the removal of about 300,000 c. yds. of earth and 60,000 c. yds. of solid rock.

A contract for this work was entered into with Mr. W. H. Weller of St. Catharines, Ont., on Nov. 17, 1911, but, owing to the lateness of the season, no attempt was made to commence operations till the spring of 1912.

The contractor's plant, consisting of one 70-ton steam shovel, two 20-ton locomotives, thirty dump cars of 6 c. yds. capacity, two flat cars, two steam hoists, &c., &c., began to arrive early in April, and on May 4, everything being in position, the work of excavation was commenced.

The material to be excavated proved to be exceedingly hard, and it was found necessary to resort to the use of dynamite to loosen the earth in front of the steam shovel. The material is a hard red clay containing about 40% of gravel and small stones with a large number of small boulders measuring from one to four c. ft. This material when placed in dump and exposed to rain falls becomes very soft, making it extremely difficult to maintain tracks in good condition for the running of trains.

The material excavated is being deposited along the north shore of St. Peter's bay and over the low lands adjacent, and will make valuable lands for the location of railway sidings, should future conditions call for them.

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The difficulty experienced in the excavation of this material and the extremely wet weather of the past season greatly retarded the work, and the amount of material excavated (some 77,000 c. yds.) was very disappointing.

A portion of the old portage road along the west side of canal was excavated and a new road has been constructed a short distance west of the old, and although not yet completed, is available for traffic.

The contractor's operations have not interfered in any way with the navigation of the canal.

At the present time the contractor is having all of his plant thoroughly overhauled and put in the best possible shape for the coming season, and expects to be ready to resume work in a few days.

I have the honour to be, sir,

Your obedient servant,

C. D. SARGENT,  
*Superintending Engineer.*

W. A. BOWDEN, Esq., C.E.  
Chief Engineer,  
Department of Railways and Canals,  
Ottawa, Ont.

## DEPARTMENT OF RAILWAYS AND CANALS.

WELLAND SHIP CANAL OFFICE,

ST. CATHARINES, ONT., April, 1913.

SIR,—

During the past few years, while filling the position of superintending engineer of the Welland canal, I had several survey parties in the field working on the location of a proposed Welland ship canal.

Three routes west of the present canal were covered, but all were considered unsatisfactory on account of the poor quality of the material found in the sites of the heavy structures.

The route finally adopted was not considered seriously until 1910, as at first consideration the difficulties to be encountered in putting a canal through on this route seemed insurmountable, as the present canal has to be crossed twice, the canal had to go under the main line of the Grand Trunk railway and the most difficult section of the Grand Trunk Welland division had to be relocated, viz.: where it climbs the mountain.

Careful study of the questions involved, however, gradually eliminated the difficulties and a splendid location for the ship canal was the result.

By Order in Council dated May 3, 1912, I was transferred from the present canal to the position of engineer-in-charge of survey, design and construction of the Welland Ship canal. I immediately rented a vacant flat for an office, and commenced gathering a staff together. It has been impossible to obtain men who have had canal experience, but I have been very successful in obtaining the services of a fine lot of young men who have taken great interest in the work, with the result that the contract plans for the whole work are now in an advanced state, almost ready for the calling of tenders.

During the summer of 1912 I had a fine office building erected in the rear of the present canal office at the corner of Yate and St. Paul streets, St. Catharines, into which we moved in January, 1913. The new office is fully equipped and enables good work to be turned out with despatch.

Last month in company with yourself, I spent eight days in the Isthmus of Panama. This visit confirmed all the previous impressions I had formed as to this great work, and completely satisfied me that my designs, while differing radically from the Panama canal, are fully equal if not superior to them or the conditions to be met with in the proposed Welland ship canal.

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 entrance to the present canal. 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



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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 the simple process of dredging out the reaches.

A new spur on the western breakwater, consisting of an immense rubble mound of stone from the excavation north of Port Colborne, and terminating in a timber and concrete head-block, located some 2,000 feet farther out in the lake than the present breakwater, will be built to insure quiet water in Port Colborne harbour during storms, which is not the case now, the present breakwater not being far enough out in the lake to deaden the swells.

The outer harbour at Port Colborne has now a 22-foot depth of water at ordinary stages of the lake, which is as much as is available at most of the lake ports and in the channels connecting the lakes at the present time, and the deepening of this portion of the harbour may be left for a few years until the connecting channels in the lakes allow deeper navigation.

The inner harbour at Port Colborne will be deepened to the proposed new depth and the old locks and regulating weir now in the centre of the village will be entirely removed. The rock cut from Port Colborne to Humberstone will be deepened and widened on the west side, and just below Humberstone a thorough cut will be made across the point now forming Ramey's Bend to materially straighten the canal. The materials from these cuts will be nearly all rock, and will be used to form the breakwater previously mentioned. A guard lock will be built in the rock cutting a short distance below Humberstone, and when this new cutting is ready for navigation a regulating weir will be built across the abandoned portion of the present canal which will be used as a by-pass to furnish water to the canal. This lock and regulating weir will control the elevation of the summit level of the canal, which it is proposed to keep at the level of extreme low water in Lake Erie, viz.: 568 feet above sea level.

From Ramey's Bend to Welland the canal will be deepened and widened by excavating a strip along the western bank. Instead of building a new aqueduct at Welland to carry the canal over the Welland river, it is proposed to raise the level of the river to that of the summit level of the canal, viz.: 568 feet above sea level by means of a dam across the river at Port Robinson. This dam will be provided with a large overflow and regulating weir which will control the elevation of the summit level, allowing any surplus water to overflow into the old Welland river and pass out into the Niagara river at Chippawa as at present, a sufficient quantity of water will be allowed to run constantly to keep the river clean.

The present aqueduct at Welland will be dredged out, also the bank between the canal and the river, which latter will be utilized between Welland and Port Robinson instead of the present canal, being somewhat straighter and entailing considerably less excavation. At Port Robinson a cut will be made through the present bank between the canal and the river through which vessels will again enter the canal prism.

The raising of the Welland river above Welland will flood some 1,600 acres of low land adjoining the river bed. This land is flooded every spring by the flood water in the river and is principally used for pasturage. The township of Wainfleet adjoining the Welland river on the south side, consists principally of low lying ground which drains into the Welland river, and to prevent damage to this land on account of the raising of the river, it will be necessary to open up most of the ditches from the point of their present entrance to the river to the intended high water mark.

The turning of the Welland river into the canal will pollute the waters which are at present used by the towns of Welland, Thorold and Merritton, and by the city of St. Catharines for domestic purposes. This may necessitate the construction of extensive filtering plants, which scheme is not looked upon with favour by those interested. An alternative scheme to lay a pipe line from Lake Erie to the reservoirs

of the different municipalities, through which clean water would be continuously pumped, is under consideration, and appears to be the most feasible scheme available.

Between Port Robinson and Allanburg what is known as the deep cut (deepest cutting 80 feet) will be deepened and widened by cutting a slice off the western bank. Allanburg is now the junction of the present and old Welland canals, and the water required for the latter, which is quite considerable on account of the numerous power developments along it, is taken into the canal through a weir at this point.

In connection with the construction of the ship canal, it is proposed to close the present old canal entirely between Allanburg and Marlatts Bridge near Thorold, first building a new weir at the head of lock No. 25 of the present canal to supply the above mentioned water. A dam will then be thrown across the old canal at Allanburg, and the old bed of the canal between the dam and Marlatts Bridge will be utilized as a dumping ground in which to place the material removed from above water in widening the deep cut. This will form a very convenient dumping ground, and the old canal will become more self-contained, as at present the entrance works are situated at an inconvenient distance from the remainder of the canal.

If it is desired to continue navigation on the old canal, entrance may be had to it through lock No. 25 of the present canal when the ship canal is completed by making a short cut through the bank separating the two waterways.

A pair of twin guard gates are located on the proposed canal near the southerly limits of the town of Thorold, and a short distance north of them is located lock No. 7, the head of this lock being directly opposite the head of lock No. 24 on the present canal. That portion of the present canal between locks No. 25 and 24 together with a pond of about 27 acres formed by flooding the upper valley of the Ten Mile creek will be utilized as a regulating basin from which water to fill lock No. 7 will be drawn. This method of drawing water from a side pond instead of directly from the canal above avoids the formation of objectionable currents and surges in the canal and locks, and is the method adopted for filling all of the locks.

Below lock No. 7 is a short reach of canal with an adjacent side pond or regulating basin having a surface area of about 84 acres, and immediately below are located twin locks Nos. 6, 5 and 4 in flight. These three locks overcome a descent of 139½ feet. One flight will be used for down bound vessels and the adjoining flight for up bound, a double flight being required to save long delays in the passage of vessels through the canal.

The main line of the Grand Trunk railway between St. Catharines and Niagara Falls will cross over the foot of twin locks No. 4 by means of two short Bascule lift bridges.

The Welland division line of the Grand Trunk railway is situated just where the new locks are to be built, and it will be necessary therefore to divert it some distance to the west, and the diverted line will bear the same relation to the proposed canal as the present line does to the present canal, following up on the west side of the locks, but remaining on the west side of the canal for some distance above the present lock No. 25, when it crosses over the proposed canal on a Bascule lift bridge to the east side.

From lock No. 4 the proposed canal crosses the meadow to the north, following in part the bed of the Ten Mile creek till it crosses the present canal at the foot of lock No. 11 at an elevation of 382 feet above sea level, which is the level of the present canal at that point. This will enable small vessels which wish to do so, to use the Port Dalhousie entrance as at present, as far as lock No. 11.

Lock No. 3 is located immediately north of the present canal, and at its head on the east side is situated an equalizing basin or pond of 150 acres. Below No. 3 a heavy cutting is required through the village of Homer to the bed of the Ten Mile creek again, above Carleton street, and just below Carleton street lock No. 2 is located. It was difficult to find a location for this lock on account of the lack of rock for a

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foundation, but eventually a suitable foundation was found at the present site. The canal at the head of lock No. 2 is at an elevation of 335½ feet above sea level, and floods about 200 acres of land in and adjoining the bed of the Ten Mile creek. Below lock No. 2 the canal follows the bed of the creek to the lake, lock No. 1 being situated just below the lake road. The pond at the head of lock No. 1 covers an area of 107 acres.

The outer entrance piers in Lake Ontario are placed about one and one-half miles from shore, where the depth of water is 30 feet. A wide channel will be dredged from these piers to lock No. 1. The sides of this channel will be protected near the shore end by reinforced concrete cribs with concrete superstructure, alongside which vessels may lie. From the shore line of the lake to the outer entrance piers an embankment about 500 feet in width will be formed on either side of the channel from materials excavated from the canal between the lake and Thorold.

For the purpose of conveying this material from the different contracts to the lake, the Department will build a double track railway along the west side of the canal from the foot of the flight locks near Merritton to the lake, and temporary trestles will be built out in the lake on either side of the harbour from which to start the dumps. The railway will also be utilized to haul crushed stone from the site of the flight locks to locks Nos. 1, 2 and 3, where it will be used for the purpose of making concrete.

The contractor for the rock excavation from the site of the flight locks will, under his contract, be obliged to crush a sufficient quantity of the good rock taken from his excavation to supply all the crushed stone required for making all the concrete for the different locks and structures.

The lock walls will be 82 feet high above the top of the gate sills and including the necessary foundation work required below this level two of the locks will have walls 100 feet high.

The lock gates will be of the single leaf type, swinging on a hinge at one side of the lock, and resting when closed in a notch cut in the opposite wall, a single leaf thus spanning the whole width of the lock chamber. The gate at the foot of each lock will be 83 feet in height and 88 feet in length, and will weigh about 1,100 tons.

The valves and culverts in the walls are of large dimensions and will permit of the lock being filled in less than eight minutes. This will mean that the time of passage through the canal will be very much reduced below that required at present.

The canal will be divided into nine sections for contract and construction purposes.

The contractor for each section will be required to supply all plant and labour to efficiently carry out the work of excavation and the construction of all structures such as locks, weirs, substructures of bridges, entrance piers, &c. He will also supply all necessary materials required in the construction of the above excepting Portland cement and certain metal work which will be furnished by the Department.

The furnishing of Portland cement to the contractors has been found a very satisfactory method on other contracts with the Department and this method will be adopted in all contracts on the ship canal.

All steel and iron castings and other metal work which is standard for all locks, &c., will also be furnished to the different contractors to be placed in position in the concrete masonry of locks, weirs, bridges, &c.

The building and erection of the lock gates will form a separate contract.

The steel superstructure of bridges will be built under separate contracts.

The following estimated quantities will give an idea of the magnitude of the work:—

Rock excavation . . . . .	6,000,000 cubic yards.
Earth " . . . . .	40,000,000 "
Concrete . . . . .	2,500,000 "

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A careful and conservative estimate places the total cost of the work at less than \$50,000,000.

The canal should be ready for navigation in five years.

I am, sir,

Your obedient servant,

J. L. WELLER,

*Engineer in Charge.*

W. A. BOWDEN, Esq.,

Chief Engineer,

Department of Railways and Canals,

Ottawa, Ont.

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## HUDSON BAY RAILWAY.

ENGINEERING DEPARTMENT,

WINNIPEG, August 4, 1913.

Mr. W. A. BOWDEN,  
Chief Engineer,  
Department of Railways and Canals,  
Ottawa, Ont.

DEAR SIR,—I beg to report as follows upon the condition of the work on the Hudson Bay railway up to March 31, 1913.

Two location parties under Messrs. Lawledge and Silcox have completed the location of the railway to Port Nelson, subject to some local revisions which will be made the present summer.

The line finally adopted, recrosses to the left bank of Nelson river at Kettle rapids, where a good crossing has been secured about 1,000 feet in length over all, with a cantilever span of about 650 feet over the main channel.

With the exception of this crossing the work will be light. Ballast in considerable quantities has been found at convenient intervals between Manitou rapids and Port Nelson.

At the south end grading has been completed with the exception of a few small gaps, as far as Mile 70 and 90 per cent of the clearing as far as Thicket Portage, Mile 185.

Supplies sufficient to complete this work have been placed on the ground by the contractors and the whole 185 miles should be ready for track by the spring of 1914.

Arrangements are being made also to place supplies on the second contract from Thicket Portage to Split Lake Junction, and considerable progress is expected on this work before the spring of 1914.

An effort is also to be made to commence work on the third contract from Split Lake Junction to Port Nelson.

Track-laying will commence in May and this season should see something over 100 miles laid, depending upon the supply of ties, which have been proven somewhat difficult to obtain.

At the present time the contractors are endeavouring to increase the supply of ties, but it is difficult at present to say to what extent they will be successful as far as this season's work is concerned.

Yours truly,

J. ARMSTRONG,  
*Chief Engineer.*

DARTMOUTH, N.S., 8th August, 1913.

W. A. BOWDEN, ESQ.,  
Chief Engineer,  
Department of Railways and Canals,  
Ottawa, Ont.

DEAR SIR,—I beg to report the progress made on the construction of the Dartmouth to Deans branch of the Intercolonial Railway, during the fiscal year ended March 31, 1913.

The length of the whole line, as originally located from end of I.C.R. track at Woodside to Deans Settlement is 73 miles. As it appeared that the same amount of traffic, and practically equal service to public, could be obtained without building the full distance, it was subsequently decided to make Upper Musquodoboit the eastern terminus, reducing the length to 67 miles.

For engineering purposes this was divided into seven residencies, each placed in charge of a resident engineer, with junior assistants, axemen, &c. An office was opened at Dartmouth; a Principal Assistant Engineer, Office Engineer, Auditor, and Draughtsman were appointed. Inspectors of concrete, ties, fencing and timber, were employed as required.

The contract with Messrs. M. P. and J. T. Davis (represented on the work by Messrs Cavicchi & Pagano) for the construction of the whole work, except steel bridge superstructure, station houses, water services and telegraph line, is dated 16th February, 1912. Clearing the right of way commenced at the Dartmouth end on 19th February, 1912, and subsequently at other points along the line, and was practically finished during 1912.

Grading commenced at Musquodoboit Harbour (mile 34) in March, 1912; at Lawrencetown (mile 11 to mile 15); Porters Lake (mile 15 to mile 16); and West Chezzetcook (mile 21 to mile 22) in April; at Crawford's Falls (mile 41); Little River (mile 48); Middle Musquodoboit (mile 53 to mile 55); and Upper Musquodoboit (mile 65 to mile 67) in May; and at Woodside (mile 1); and Meaghers Grant (mile 43 to mile 46) in June. The Woodside work being done by steam shovel and train.

The parties having the work directly in hand at Lawrencetown and Porters Lake, suspended work in May, 1912, and this part of the work remained idle until September, when steam shovel was installed, with light engine and cars. This steam shovel, and the one working between Woodside and Cole Harbour, and the force employed on the rock work in the granite section between Musquodoboit Harbour and Meaghers Grant continued all winter. Work at all other parts of line, except a very small force at Chezzetcook, closed down in December.

Concrete work commenced in June, 1912, and continued until suspended in November, by reason of frost.

The average daily force from June to October, on all classes of work was, 46 foremen, 30 mechanics and 427 labourers; in the earlier and later parts of the year, 39 foremen, 20 mechanics, and 359 labourers; the steam shovels, of course, being equivalent to a considerable force of additional labourers.

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The percentage of work done, of the different kinds, included in Messrs. Davis' contract, during the fiscal year, as compared with the estimate to complete the whole, were:—

	Per cent.
Clearing and grubbing. . . . .	63.4
Fencing and gates. . . . .	4.1
Solid rock excavation. . . . .	69.3
Loose rock excavation. . . . .	63.5
Common excavation (including overhaul). . . . .	45.7
Borrow " " . . . . .	30.0
Concrete. . . . .	47.8
Pile bridges (materials delivered only). . . . .	53.7
Stone bank protection. . . . .	9.0
<b>Native timber.</b> . . . .	<b>34.7</b>
<b>Ties.</b> . . . .	<b>35.0</b>

equal to 48.9 per cent of the whole work comprised in the contract.

Of items not included in the contract the percentage completed or supplied were:—

	Per cent.
Location. . . . .	100
Engineering. . . . .	40.3
Right of way. . . . .	5.2
Rails and fastenings. . . . .	12.5

making the value of the whole work done and materials supplied equal to 31.6 per cent of the estimated cost to complete.

The progress of the work was hampered to some extent by wet weather during the summer of 1912; the season being in this respect less favourable than is usual in Nova Scotia.

I am, sir,

Your obedient servant,

W. A. HENDRY,  
*Engineer in Charge.*





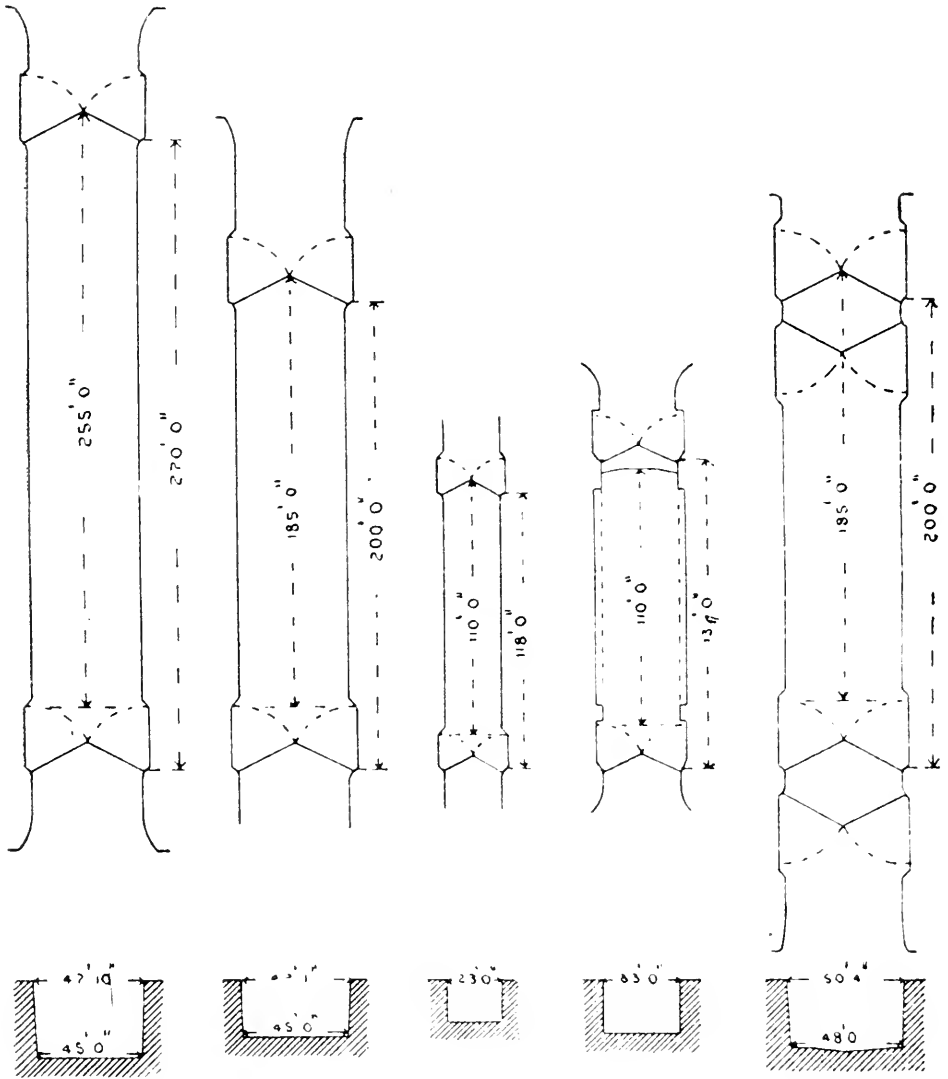
PART VII  
CANALS

Diagrams showing dimensions of smallest lock on each canal, &c.

Dimensions and other features of the several canal works, and description of the intermediate water navigations:

1. Between Montreal and Port Arthur or Fort William, Lake Superior.
2. Montreal, Ottawa and Kingston.
3. River Richelieu and Chambly Canal to Lake Champlain.
4. Trent Canal.
5. St. Peter's Canal.

Plans and Sections showing Dimensions of the Smallest Lock on each



Lachine

St Anne,  
St Ours,  
Carillon,  
& Grenville.

Chambly

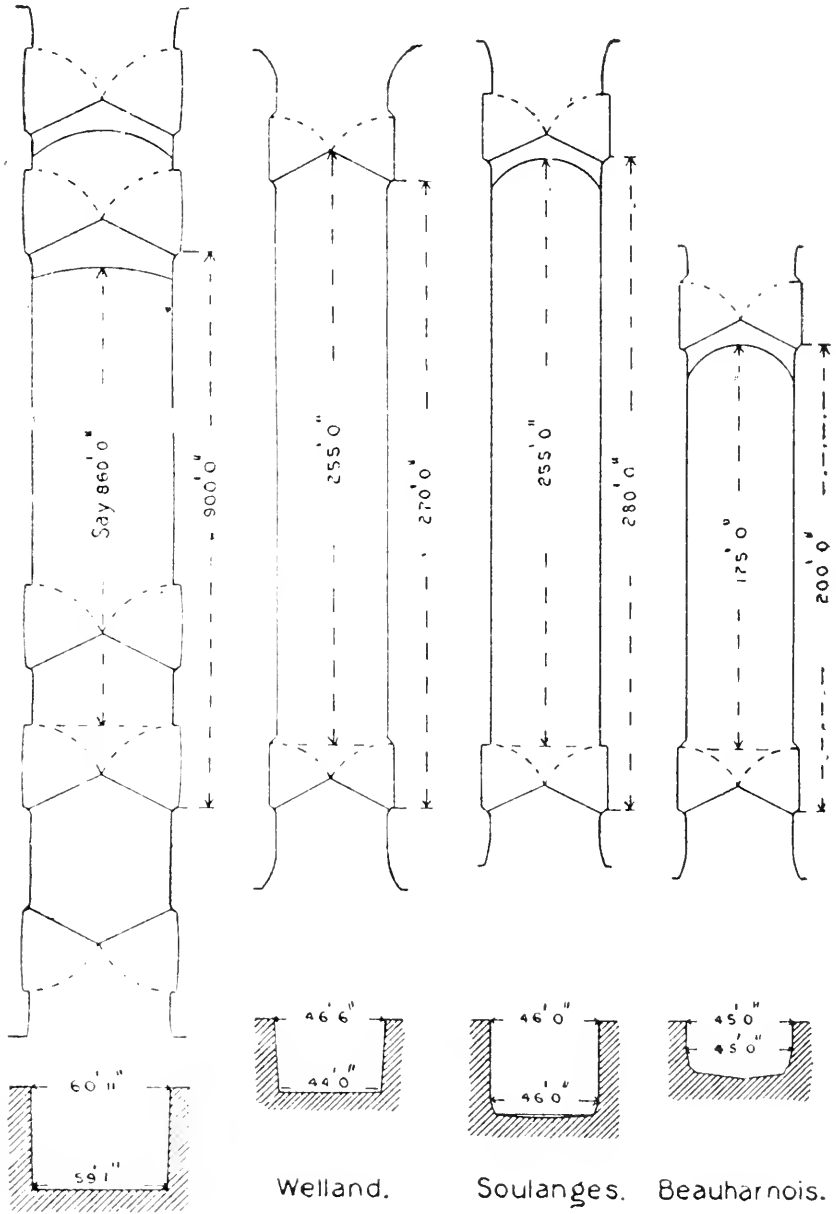
Rideau

St Peter's

There are no locks on the through route between Lake Superior and

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of the Canadian Canal System except the Trent Canal, which is uncompleted.

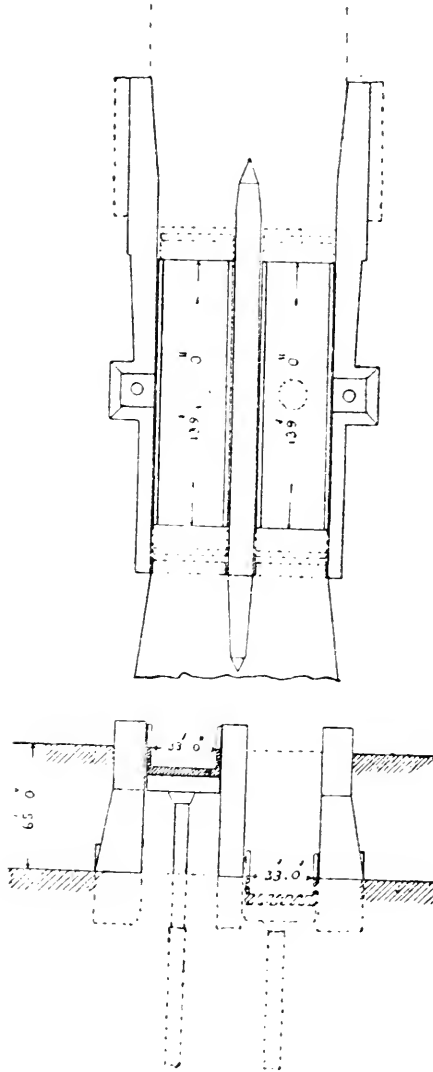


Sault Ste Marie.

Montreal of less dimension than those of the Welland Canal Locks.

## TRENT CANAL

Hydraulic Lift-Lock at Peterborough  
65 Feet Lift.



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## CANALS

The following statements give in concise form the essential features of the government canal works and the intermediate water navigation.

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

*First.—The through route between Montreal and Port Arthur or Fort William on the west shore of Lake Superior (14 feet minimum depth of water.)*

	Statute Miles.
1. Lachine canal. . . . .	8½
Lake St. Louis and River St. Lawrence. . . . .	16
2. Soulanges canal. . . . .	14
Lake St. Francis and River St. Lawrence. . . . .	31
3. Cornwall canal. . . . .	11½
River St. Lawrence. . . . .	5
4. Farrans Point canal. . . . .	1½
River St. Lawrence. . . . .	9½
5. Rapide Plat canal. . . . .	3½
River St. Lawrence. . . . .	4½
6. Galops canal. . . . .	7½
River St. Lawrence and Lake Ontario. . . . .	228
7. Welland canal. . . . .	26¾
Lake Erie, Detroit river, Lake St. Clair, Lake Huron, &c.	574
8. Sault Ste. Marie canal. . . . .	1½
Lake Superior to Port Arthur or to Fort William. . . . .	272
Total. . . . .	1,214
To Duluth. . . . .	1,336
Chicago. . . . .	1,240

*Second.—Montreal to International Boundary, near Lake Champlain.*

	Statute Miles.
1. St. Lawrence river to Sorel. . . . .	46
2. Sorel, via Richelieu river, to St. Ours lock. . . . .	14
3. St. Ours lock. . . . .	½
4. Richelieu river, St. Ours lock, to Chambly canal. . . . .	32
5. Chambly canal. . . . .	12
6. Chambly canal to boundary line. . . . .	23
Total. . . . .	127½

*Third.—Montreal to Ottawa.*

	Statute Miles.
1. Lachine canal. . . . .	8½
2. Lake St. Louis. . . . .	15
St. Anne's lock at outlet of Ottawa river. . . . .	½
Lake of Two Mountains and Ottawa river. . . . .	27
3. Carillon canal. . . . .	¾
Ottawa river. . . . .	6½
4. Grenville canal. . . . .	5¾
Ottawa river to Ottawa. . . . .	56
Total. . . . .	119¾

*Fourth.—Ottawa to Kingston and Perth.*

	Statute Miles.
1. Rideau canal, Ottawa to Kingston. . . . .	126 $\frac{1}{4}$
Perth Branch.—Rideau lake to Perth. . . . .	7
	<hr/>
Total. . . . .	133 $\frac{1}{4}$

*Fifth.—Lake Ontario, at Trenton, to Lake Huron.*

1. Trent canal,—not completed.

*Sixth.—Atlantic Ocean to Bras d'Or Lakes, Cape Breton.*

	Statute Miles.
1. St. Peter's canal. . . . .	$\frac{1}{2}$

## RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Strait of Belle Isle to Port Arthur or Fort William on the west coast of Lake Superior, a distance of 2,217 statute miles. The distance to Duluth is 2,339 miles; the distance to Chicago, 2,243 miles. From the Strait of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 1,003 statute miles. From Quebec to Montreal the distance is 160 miles.

The control of the St. Lawrence ship channel, and the making of improvements thereto, are now under the Department of Marine and Fisheries, whose annual reports give full information as to the history and improvement of the channel. A 30-foot channel between Montreal and Father Point—with a width of 450 feet in the straight portions, and of from 600 to 750 feet in the bends between Montreal and Quebec, and of 1,000 feet everywhere below Quebec—has been practically completed. In 1909 the first work of deepening the ship channel to 35 feet was begun.

By means of channel improvements, Montreal has been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the several rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the Great Lakes and the Sault Ste. Marie canal to the head of Lake Superior.

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

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farrans Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 74 miles; total lockage (or height directly overcome by locks), 553 $\frac{1}{4}$  feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior, is 48. The Soulanges canal takes the place of the Beauharnois canal, abandoned for navigation purposes, and the Murray canal is used only by the coasting vessels on Lake Ontario. It is not a part of the through route.

It is important to note that the enlargement of canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of vessels to be accommodated is limited to 255 feet. At Farrans Point, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois, on the Galops canal, the object being to pass a full tow at one lockage. The lock at Sault Ste. Marie is 900 feet by 60 feet, with 18 feet 3 inches on the sills at lowest known water level.

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Access from Lake Erie to Lake Huron is obtained by way of the Detroit river, Lake St. Clair, and the St. Clair river, which have been deepened to a minimum of 21 feet, principally by the United States government.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canals, situated on the United States side of the River St. Mary. Improvements of the United States channels in River St. Mary through Hay lake, east of Sault Ste. Marie, have been carried on for several years past. The dredged areas now total 34 miles in length, with a minimum width of 300 feet, which is increased at angles and other critical points to 1,000 feet. The depth is 20 feet at the mean stage of water. In the year 1903 excavation was commenced to afford 21 feet at the lowest stage of water.

The improvement of Canadian channels from above Montreal to the head of Lake Superior is controlled by the Department of Public Works. Work is now under way to dredge the channel in the River St. Mary to 21.5 feet below L.W.L., the existing minimum depth being 18.75 feet below L.W.L. Existing depths elsewhere between Lakes Erie and Superior give a minimum of 21 feet below L.W.L. The Limekiln channel in the Detroit river has been deepened to 21 feet; and the United States government has opened the Livingstone channel in the same (Detroit river) with a depth of 22 feet.

The improvements at the harbours of Fort William and Port Arthur now under way will give a minimum depth of 25 feet below L.W.L. This depth exists at present over the channels leading to the principal wharves.

The provisions and maintenance of aids to navigation on all Canadian river and lake channels is controlled by the Department of Marine and Fisheries.

The Sault Ste. Marie, Welland, Cornwall, Soulanges and Lachine canals are well lighted throughout by electricity, and are electrically operated. The Farrans Point canal is lighted with acetylene gas.

Navigation, which is closed by ice during the winter months, opens about the end of April on the Great Lakes and St. Lawrence route. Ice-breaking steamers are now employed to lengthen the navigable season at Lake Superior and Georgian Bay terminals.

## STATEMENT OF PRESENT MINIMUM DEPTH OF IMPROVED CHANNELS.

Father Point to Montreal. . . . .	30 feet.
Montreal to Port Colborne. . . . .	14 "
Port Colborne to Fort William. . . . .	18 $\frac{1}{2}$ "

## LACHINE CANAL.

Length of canal. . . . .	8 $\frac{1}{2}$ statute miles.
Number of locks. . . . .	5
Dimensions of locks. . . . .	270 feet by 45 feet.
Total rise or lockage . . . . .	45 feet.
Depth of water on sills, at two locks. . . . .	18 "
Depth of water on sills, at three locks. . . . .	14 "
Average width of new canal. . . . .	150 "

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills. The two lower north locks, however, have been lengthened to 270 feet, and have 16 $\frac{1}{2}$  feet of water on the sills.

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

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bar the ascent of the River St. Lawrence. They are 98.6 miles distant from the Strait of Belle Isle.

## SOULANGES CANAL.

Length of canal. . . . .	14 statute miles.
Number of locks—	
Lift. . . . .	4
Guard. . . . .	1
Dimensions of locks. . . . .	280 feet by 45 feet.
Total rise or lockage. . . . .	84 feet.
Depth of water on sills. . . . .	15 “
Breadth of canal at bottom. . . . .	100 “
Breadth of canal at water surface. . . . .	164 “

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

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

## CORNWALL CANAL.

Length of canal. . . . .	11 statute miles.
Number of locks. . . . .	6
Guard gates. . . . .	1
Dimensions of locks. . . . .	270 feet by 45 feet.
Total rise or lockage. . . . .	48 feet.
Depth of water on sills. . . . .	14 “
Breadth of canal at bottom. . . . .	90 “
Breadth of canal at water surface. . . . .	154 “

The old lift locks, 200 feet by 55 feet, are also available with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis 31 miles, which is navigable for vessels drawing fourteen feet.

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

## WILLIAMSBURG CANALS.

The Farrans Point, Rapide Plat and Galops canals are collectively known as the Williamsburg canals.

## FARRANS POINT CANAL.

Length of canal. . . . .	1½ mile.
Number of locks. . . . .	1
New lock. . . . .	800 feet by 50 feet.
Old lock. . . . .	200 “ 45 “
Total rise or lockage. . . . .	3½ feet.
Depth of water on sills of new lock. . . . .	14 “
Depth of water on sills of old lock. . . . .	9 “
Breadth of canal at bottom. . . . .	90 “
Breadth of canal at water surface. . . . .	154 “



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From the head of the Cornwall canal to the foot of Farrans Point canal the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farrans Point rapids, passing the full tow at lockage. Descending vessels run the rapids with ease and safety.

## RAPIDE PLAT CANAL.

Length of canal. . . . .	3 $\frac{2}{3}$ miles.
Number of locks. . . . .	2
Dimensions of locks. . . . .	270 feet by 45 feet.
Total rise or lockage. . . . .	11 $\frac{1}{2}$ feet.
Depth of water on sills. . . . .	14 "
Breadth of canal at bottom. . . . .	80 "
Breadth of canal at water surface. . . . .	152 "

The old lift-lock, 200 feet by 45, is also available with nine feet of water on mitre sills.

From the head of Farrans Point canal to the foot of Rapide Plat canal there is a navigable stretch of 9 $\frac{1}{2}$  miles. The canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

## GALOPS CANAL.

Length of canal. . . . .	7 $\frac{1}{2}$ miles.
Number of locks. . . . .	3
Dimensions of locks—	
Lift-lock at foot of canal. . . . .	800 by 50 feet.
Guard-lock at head of canal. . . . .	270 by 45 "
Lift-lock to pass vessels around Galops rapids only. . . . .	303 by 45 "
Total rise or lockage. . . . .	15 $\frac{1}{2}$ feet.
Depth of water on sills. . . . .	14 "
Breadth of canal at bottom. . . . .	80 "
Breadth of canal at surface of water. . . . .	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal the St. Lawrence is navigable 4 $\frac{1}{2}$  miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

## MURRAY CANAL.

Length between eastern and western piers. . . . .	5 $\frac{1}{8}$ miles.
Breadth at bottom. . . . .	80 feet.
Breadth at water surface, low water, Lake Ontario. . . . .	124 "
Depth below low water, Lake Ontario. . . . .	11 "
Number of locks. . . . .	None.

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinté and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

## WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

	Old line.	Enlarged or new line.
Length of canal. . . . .	27½ miles.	26¾ miles.
Pairs of guard-gates (formerly 3). . . . .	2	1
Number of locks—		
Guard. . . . .	1	1
Lift. . . . .	26	25
Dimensions. . . . .	$\left\{ \begin{array}{l} 1 \text{ (tidal) } 230 \times 45 \\ 1 \text{ lock } 200 \times 45 \\ 1 \text{ lock } 270 \times 45 \\ 24 \text{ locks } 150 \times 26\frac{1}{2} \end{array} \right\} 270 \text{ feet } \times 45 \text{ feet.}$	
Total rise or lockage. . . . .	326¾ feet.	326¾ feet.
Depth of water on sills. . . . .	10¾ "	14 "

## WELLAND RIVER BRANCHES.

Length of canal—

Port Robinson Cut to River Welland. . . . .	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct. . . . .	300 "
Chippewa Cut to River Niagara (6-ft. navigation only). . . . .	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson. . . . .	2
Dimensions of locks. . . . .	150 x 26½ feet.
Total lockage from the canal at Welland down to River Welland. . . . .	10 feet.
Depth of water on sills. . . . .	9 feet 10 inches.

## GRAND RIVER FEEDER.

Length of canal. . . . .	21 miles.
Number of locks. . . . .	2
Dimensions of locks. . . . .	$\left. \begin{array}{l} 1 \text{ of } 150 \text{ by } 26\frac{1}{2} \text{ ft.} \\ 1 \text{ of } 300 \text{ by } \end{array} \right\} \begin{array}{l} 45 \text{ ft. lower.} \\ 28 \text{ ft. upper.} \end{array}$
Total rise or lockage. . . . .	10 feet.
Depth of water on sills. . . . .	6 " only.
Navigable depth of channel. . . . .	9 "

## PORT MAITLAND BRANCH.

Length of canal. . . . .	1¾ miles.
Number of locks. . . . .	1
Dimensions of locks. . . . .	185 feet by 45 feet.
Depth of water on sills. . . . .	7½ feet.
Total rise or lockage. . . . .	7 "
Navigable depth of channel. . . . .	6 " only.

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

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From Port Dalhousie to Allanburg,  $11\frac{3}{4}$  miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

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

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 274 miles, and to Duluth 397 miles.

## SAULT STE. MARIE CANAL.

Length of canal, between the extreme ends of the entrance piers. . . . .	$11\frac{1}{20}$ miles or 7,472 feet.
Number of locks. . . . .	1
Dimension of locks. . . . .	900 feet by 60 feet at water level; width at lock bottom, 59 feet.
Depth of water on sills (at lowest known water level). . . . .	18 feet 3 inches.
Total rise or lockage (mean). . . . .	19 feet.
Breadth of canal at bottom. . . . .	141 feet 8 inches.
Breadth at surface of water. . . . .	150 feet.

This canal has been constructed through St. Mary's island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory between Lakes Huron and Superior.

## MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa: thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of  $245\frac{1}{2}$  miles.

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

## OTTAWA RIVER CANALS.

The Ste. Anne's Lock.      Carillon Canal.      Grenville Canal.

## RIDEAU CANAL.

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

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

Sections of Navigation.	Interme- diate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine Canal. . . . .	8½	
From Lachine to Ste. Anne's Lock. . . . .	15½	23½
Ste. Anne's Lock and piers. . . . .	23	23
Ste. Anne's Lock to Carillon Canal. . . . .	27	50
The Carillon Canal. . . . .	51	51
From Carillon to Grenville Canal. . . . .	6¼	57½
The Grenville Canal. . . . .	5¾	63¼
From the Grenville Canal to entrance of Rideau Navigation. . . . .	56	119½
Rideau Navigation ending at Kingston. . . . .	126¼	245½
" Perth Branch, from Rideau Lake to Perth. . . . .	7	195

STE. ANNE'S LOCK.

	New Lock.	Old Lock.
Length of canal. . . . .	¼ mile.	¼ mile.
Number of locks. . . . .	1	1
Dimensions of locks. . . . .	200 x 45 feet.	190 x 45 feet.
Total rise or lockage . . . . .	3 "	3 "
Depth on sills. . . . .	9 "	6 "

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

THE CARILLOX CANAL.

Length of canal. . . . .	¾ mile.
Number of locks. . . . .	2
Dimensions of locks. . . . .	200 x 45 feet
Total rise or lockage. . . . .	16 feet.
Depth of water on sills. . . . .	9 "
Breadth of canal at bottom. . . . .	100 "
Breadth of canal at water surface. . . . .	110 "

This canal overcomes the Carillon rapids.

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

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

GRENVILLE CANAL.

Length of canal. . . . .	5¼ miles
Number of locks. . . . .	5
Dimensions of locks. . . . .	200 x 45 feet.
Total rise or lockage. . . . .	43¾ feet.
Depth of water on sills. . . . .	9 "
Breadth of canal at bottom. . . . .	40 to 50 feet.
Breadth of canal at surface of water. . . . .	50 to 80 "



the St. Ours lock to the basin at Chambly; thence, by the Chambly canal, to St. Johns, and up the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, at the southern end of Lake Champlain, connection is obtained by means of the Champlain canal with the River Hudson, by which the city of New York is directly reached.

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

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

#### ST. OURS LOCK AND DAM.

Length.....	$\frac{1}{2}$ mile.
Number of locks.....	1
Dimensions of lock.....	200 feet by 45 feet.
Total rise or lockage.....	5 feet.
Depth of water on sills.....	7 "
Length of dam in western channel.....	690 "

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

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

#### CHAMBLY CANAL.

Length of canal.....	12 miles.
Number of locks.....	9
Dimensions of locks—	
Guard lock No. 1 at St. Johns.....	122 feet
Lift lock No. 2.....	124 "
Lift locks Nos. 3, 4, 5, 6.....	118 "
Lift locks Nos. 7, 8, 9, combined.....	125 "
Total rise or lockage.....	74 "
Depth of water on sills.....	6 $\frac{1}{2}$ "
Breadth of canal at bottom.....	36 "
Breadth of canal at surface of water.....	60 "

} From 22 $\frac{1}{2}$   
to 24 feet  
wide.

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

## TRENT CANAL.

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

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

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

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

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 155 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe. The route from Lake Simcoe to Georgian bay, Lake Huron has not yet been determined.

The full execution of the scheme, commenced by the imperial government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog, to Port Perry, a distance of approximately 174 miles from Trenton.

The works by which the Trent navigation has been improved to date comprise short canals with locks at Hastings, Peterborough, Peterborough to Lakefield 7 locks, one being a hydraulic lift; Young's Point, Burleigh Falls, Lovesick, Buckhorn, Bobcaygeon, Fenelon Falls, Rosedale, and six locks between Balsam and Simcoe lakes, one being a hydraulic lift; also lock and dam at Lindsay.

Also dams at Healey Falls, Hastings, Peterborough, Peterborough to Lakefield, 6; Young's Point, Burleigh, Lovesick, Buckhorn, Bobcaygeon, Fenelon Falls, Rosedale, and three between Balsam and Simcoe lakes.

Bridges also have been built at many of the locks and at other places.

For convenience the canal may be divided into the following divisions, the lengths being given:—

## ONTARIO-RICE LAKE DIVISION.

Embracing the canal and river navigation between Trenton, on the Bay of Quinté, to Rice lake, 56 miles.

The all-river route from Trenton, on the Bay of Quinté, to Rice lake was fully decided upon by the government during the session of 1907, and the work of construction was begun that fall. The improvement is carried out on the principle of damming the river at suitable points by means of dams, and connecting the pools thus created by means of locks and short stretches of canal. The locks on this division will be 175 feet long, 33 feet wide, with 8 feet 4 inches of water on the sills. In the reaches there will be a minimum depth of 9 feet of water. For the purpose of construction, this division of 56 miles has been divided into seven sections, all of which are under contract. Rice lake is 369 feet above low water level of Lake Ontario, which height will be overcome by 18 locks.

## PETERBOROUGH-RICE LAKE DIVISION.

Embracing that stretch of river and lake navigation from the lower end of Rice Lake to Peterborough, 32 miles.

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This division is navigable with a minimum depth of 6 feet.

At Hastings are a concrete lock, replacing the old masonry lock, and a concrete dam, replacing the old timber structure which formerly existed at that point; these maintain navigation on the Trent River, Rice Lake and the Otonabee River to Peterborough, a distance of about 38 miles.

At Peterborough, 89 miles from Trenton, is a masonry lock and a concrete dam which maintain navigation through Little lake to lock No. 6 of the Peterborough-Lakefield division, a distance of about three-quarters of a mile.

## PETERBOROUGH-LAKEFIELD DIVISION.

Embracing that stretch of river and canal navigation from Little lake at Peterborough to Lakefield, 10 miles.

Construction completed and canal in operation with a minimum depth of 6 feet for navigation.

From Peterborough to Lakefield, navigation is maintained on the Otonabee river by a series of concrete locks and timber dams as follows:—

Leaving Little lake through lock No. 6, in a distance of about half a mile, the hydraulic lift lock is reached, where there is a lift of 65 feet into a reach which extends to lock No. 5, about five miles from Peterborough, the last mile only of this reach being in the river; from here to Lakefield, locks 5, 4, 3, 2 and 1, with their respective dams, give navigation to Lakefield, about ten miles from Peterborough, or 99 from Trenton, and thence on five miles further to Young's Point.

## KAWARTHA LAKES DIVISION.

Embraces that stretch of lake and river navigation from Lakefield to the entrance to the canal on the west shore of Balsam lake—62 miles.

Navigable with a minimum depth of 6 feet. Also in this division, may be included the Lindsay branch which embraces the Scugog lake and river from main channel on Sturgeon lake to Port Perry, the distance being about 30 miles, not included in the total 62 miles, above mentioned. A new lock and dam at Lindsay on this branch has recently been built.

At Young's Point, a masonry lock and timber dam maintain navigation through Clear and Stony lakes to Burleigh, a distance of about nine miles.

At Burleigh, a masonry lock of two lifts and concrete dam maintain navigation through Lovesick lake, about two miles, to Lovesick. A new concrete dam has recently been completed at Burleigh.

At Lovesick, a masonry lock and timber dam maintain navigation through Deer bay for about five miles to Buckhorn.

At Buckhorn, a masonry lock and new concrete dam maintain navigation for about 16½ miles through Buckhorn and Pigeon lakes to Bobcaygeon, 136 miles from Trenton, and also, as branches, maintain navigation from Buckhorn lake through Chemong lake to Bridgeworth, about 8 miles, and in the Pigeon river from Pigeon lake to Omeme, about 10 miles.

At Bobcaygeon, a masonry lock and two dams, one being recently rebuilt of concrete and the other a timber one, maintain navigation through Sturgeon lake and Fenelon river, a distance of about 14½ miles to Fenelon Falls.

At Fenelon Falls is a short canal, a masonry lock of two lifts and a timber dam which maintain navigation across Cameron lakes to Rosedale, a distance of about 3½ miles, to a new concrete lock of the same dimensions as those of the Ontario-Rice lake division.

At Rosedale, the new concrete lock and dam maintain navigation on Balsam lake, the summit level of the canal, which extends from Rosedale to the hydraulic



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lock at Kirkfield, a distance of twelve miles; half of this distance is through a canal connecting Balsam lake with the lock, which is about 166 miles from Trenton.

## SIMCOE-BALSAM LAKE DIVISION.

Extends from Balsam lake to Gamebridge on Lake Simcoe—18.2 miles.

Construction completed and canal in operation with a minimum depth of 6 feet.

At the Kirkfield hydraulic lock is a drop of 50.44 feet from the summit level. From this point to Gamebridge on Lake Simcoe, 179 miles from Trenton, the route consists of canal and river reaches maintained by damming the Talbot river. There are five new concrete locks numbered 1, 2, 3, 4 and 5, with concrete dams at Nos. 1, 2 and 3.

## HOLLAND RIVER DIVISION.

This contemplated the canalization of the Holland river between Lake Simcoe and Newmarket, 12.3 miles. It has not been completed, and work on it was discontinued in December, 1911.

The following is a list of locks now in use, with their dimensions, in order of location, from Hastings to Gamebridge on Lake Simcoe.

	Length between Hollow Quoins	Width.	Depth on Sill.	Lift.
	Ft.	Ft.	Ft.	Ft.
1 Lock at Hastings.....	175	33	8 4 in.	9
1 " at Peterborough.....	134	33	6	9
1 " No. 6, Peterborough—Lakefield Division.....	142	33	6	12
1 " at Peterborough, hydraulic lift lock No. 1.....	140	33	6	65
1 " No. 5, Peterborough—Lakefield Division.....	142	33	6	14
1 " No. 4, " " " ".....	142	33	6	12
1 " No. 3, " " " ".....	142	33	6	12
1 " No. 2, " " " ".....	142	33	6	10
1 " No. 1, " " " ".....	142	33	6	16
1 " at Young's Point.....	134	33	6	6
2 " at Burleigh, each 11½ feet.....	134 150	33	6	23
	(Upper Lower)			
1 " at Lovesick.....	134	33	6	4
1 " at Buckhorn.....	134	33	6	9
1 " at Bobcaygeon.....	134	33	6	7
2 " at Fenelon Falls, each 12 feet.....	134 150	33	6	24
	(Upper Lower)			
1 " at Rosedale.....	175	33	8 4 in.	4
1 " at Kirkfield, hydraulic lift No. 2.....	140	33	6	50.44
1 " No. 1, Simcoe—Balsam Lake Division.....	142	33	6	21
1 " No. 2, " " " ".....	142	33	6	14
1 " No. 3, " " " ".....	142	33	6	14
1 " No. 4, " " " ".....	142	33	6	14
1 " No. 5, " " " ".....	142	33	6	11
24				
1 " at Lindsay, Seugog Branch.....	142	33	6	6.5

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

Length of canal . . . . .	About 2,600 feet.
Breadth at water line . . . . .	55 feet.
Lock . . . . .	1 tidal lock, 4 pairs of gates.
Dimensions . . . . .	200 feet by 48 feet.
Depth of water on sills . . . . .	18 feet at lowest water.
Depth through canal . . . . .	19 feet.
Extreme rise and fall of tide in St. Peter's bay . . . . .	7 feet.

This canal connects St. Peter's bay on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic. A new Atlantic entrance and lock, 300 feet by 45 feet, are now under construction. These will replace the existing lock and entrance.

## PART VIII

# MISCELLANEOUS STATEMENTS

Table of distances, Intercolonial and Prince Edward Island Railways.

### INTERCOLONIAL RAILWAY.

Expenses, gross earnings, freight tonnage, profit or loss, and passengers yearly since July 1, 1876.

Earnings, passenger, freight, mails and sundries yearly since July 1, 1876.

Earnings, yearly since July 1, 1876.

Local and through freight, yearly since July 1, 1876.

Local and through passengers, yearly since July 1, 1876.

Coal carried from Nova Scotia collieries, yearly since July 1, 1876.

Grain carried for shipment, yearly since July 1, 1876.

Flour and meal carried, yearly since July 1, 1876.

Grain carried, yearly since July 1, 1876.

Lumber carried, yearly since July 1, 1876.

Live stock carried, yearly since July 1, 1876.

Raw and refined sugar carried, yearly since July 1, 1876.

Fresh and salt fish carried, yearly since July 1, 1876.

Ocean-borne goods carried, yearly since July 1, 1876.

### WINDSOR BRANCH.

Earnings, expenses and profits or losses, yearly from 1880.

### PRINCE EDWARD ISLAND RAILWAY.

Expenses, earnings, freight and passenger traffic and loss, yearly from 1875.

### CANALS.

Statement showing total cost of construction and enlargement from Montreal to Port Arthur.

Statement showing total cost of construction and enlargement from Lachine to Ottawa.

Statement showing total cost of construction and enlargement from Ottawa to Kingston.

Statement showing total cost of construction and enlargement from St. Johns to Sorel.

Statement showing total cost of construction and enlargement from Lake Ontario to Georgian Bay.

Statement showing total cost of construction and enlargement from Atlantic Ocean to Bras d'Or Lakes.

Freight traffic in 1911 and 1912.

Dates of opening and closing of canals for the season of 1912.



## INTERCOLONIAL RAILWAY.

The Intercolonial railway touches six Atlantic ocean ports, namely Pointe du Chêne, Pictou, Halifax, St. John, Sydney and North Sydney, as well as the River St. Lawrence ports of Lévis, opposite Quebec, and Montreal.

The total length of the road operated during the year ended March 31, 1913, was 1,467.73 miles.

The following are the through distances:—

	Miles.
Montreal to Halifax, via Lévis. . . . .	827
“ St. John, via Lévis. . . . .	740
“ Sydney, via Lévis. . . . .	990
“ North Sydney, via Lévis. . . . .	983

Freight is carried direct via St. Henri, which would reduce each of the above distances by 3 miles.

## MAIN LINE AND BRANCHES.

	Miles.
Halifax to Truro. . . . .	61.87
Dartmouth Branch. . . . .	12.00
Truro to Moncton. . . . .	123.77
Moncton to St. John. . . . .	89.31
Pointe du Chêne Branch. . . . .	11.98
Moncton to Campbellton. . . . .	185.37
Campbellton to Ste. Flavie. . . . .	105.03
Indiantown Branch. . . . .	21.95
Ste. Flavie to Rivière du Loup. . . . .	83.29
Rivière Ouelle Branch. . . . .	6.19
Rivière du Loup to Pointe Lévis. . . . .	115.55
Hadlow to Chaudière Curve. . . . .	5.63
Chaudière to Ste. Rosalie. . . . .	115.53
St. Charles Junction to Chaudière Junction. . . . .	16.73
Nicolet Branch. . . . .	14.70
Dalhousie Branch. . . . .	6.28
Pictou to Oxford Junction. . . . .	69.39
Brown's Point to Stellarton. . . . .	11.90
Junction near New Glasgow to Pictou Landing. . . . .	8.18
Pugwash Junction to Pugwash. . . . .	4.54
Truro to Mulgrave. . . . .	122.30
Mulgrave to Point Tupper (Ferry). . . . .	0.80
Point Tupper to Sydney. . . . .	91.17
North Sydney Junction to Sydney Mines. . . . .	7.07
Fredericton to Loggieville. . . . .	124.37
Ferona Junction to Sunny Brae. . . . .	12.52
	1,427.43

## LEASED.

Length of main line from Pointe Lévis to Harlow. . . . .	1.48	
Chaudière Curve to Chaudière. . . . .	1.19	
Ste. Rosalie Junction to Montreal. . . . .	37.63	40.30
Total miles. . . . .		1,467.73

## FREIGHT BRANCHES OWNED.

	Miles.
Switch near North street to D.W.T. Halifax. . . . .	0.85
Halifax Cotton Factory. . . . .	2.10
Dartmouth Station to end of line. . . . .	2.12
Sydney Station to wharf. . . . .	1.06
North Sydney Station to wharf. . . . .	0.82
Switch near Pictou landing to coal wharf. . . . .	0.75
Pictou Station to wharf. . . . .	0.15
Pictou Station to Copper Crown smelter. . . . .	0.72
Logan's Tannery siding. . . . .	0.48
Pugwash Station to wharf. . . . .	0.07
Sackville Wharf branch. . . . .	0.47
Dorchester Wharf Branch. . . . .	1.00
Moncton Wharf branch. . . . .	1.00
Courtenay Bay branch. . . . .	2.39
St. John water front extension. . . . .	0.44
St. John Station to Deep Water wharf. . . . .	0.28
Newcastle Wharf Branch. . . . .	1.75
Dalhousie Station to wharf. . . . .	0.50
Campbellton Wharf branch. . . . .	0.43
Rimouski Wharf Branch. . . . .	2.00
Trois Pistoles Spur. . . . .	2.38
Rivière du Loup Wharf Branch. . . . .	4.35
St. Pacôme Spur. . . . .	1.27
Nicolet Station to wharf. . . . .	2.08
Carmel Branch, main line to village. . . . .	1.05
Fort Lawrence Spur. . . . .	1.18
Wallace Spur. . . . .	2.00
Petit Rocher Spur to wharf. . . . .	1.35
	35.04

## WINDSOR BRANCH.

This road extends from Windsor Junction, on the Intercolonial railway, to Windsor, N.S., a distance of 32 miles.

## PRINCE EDWARD ISLAND RAILWAY.

	Miles.
Souris to Tignish. . . . .	166
Mount Stewart to Georgetown. . . . .	24
Charlottetown to Royalty Junction. . . . .	5
Emerald Junction to Cape Traverse. . . . .	13
Alberton to Cascumpec wharf. . . . .	1
Charlottetown to Murray Harbour. . . . .	52.3
Montague Junction to Montague. . . . .	6.2
Harmony to Elmira. . . . .	9.9
	277.4

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INTERCOLONIAL RAILWAY.

THE following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year from July 1, 1876, to March 31, 1913.

Year.	Average miles in Operation.	Working Expenses.		Gross Earnings.		Profit.		Loss.		Tons of Freight Carried.	No. of Passengers Carried.
		\$	cts.	\$	cts.	\$	cts.	\$	cts.		
1876-77	714	1,661,673	55	1,154,445	33			507,228	22	421,327	613,420
1877-78	714	1,816,273	56	1,378,946	78			432,326	78	552,710	618,957
1878-79	714	2,010,183	22	1,294,009	69			716,083	53	510,861	640,101
1879-80	829	1,603,439	71	1,506,298	48			97,131	23	561,924	581,483
1880-81	840	1,759,851	27	1,760,393	92		542 65			725,777	631,245
1881-82	840	2,069,657	45	2,079,262	66		9,605 18			838,956	779,994
1882-83	840	2,360,373	27	2,370,910	10		17,547 18			970,961	878,600
1883-84	887	2,377,433	62	2,384,414	92		6,981 30			1,009,237	944,636
1884-85	941	2,519,751	56	2,441,203	66			78,547 90		989,986	957,228
1885-86	946	2,583,999	67	2,450,093	88			133,905 79		1,023,788	932,880
1886-87	977	2,922,369	62	2,660,116	93			262,252 69		1,143,020	942,784
1887-88	971	3,366,781	74	2,983,336	05			383,445 69		1,288,823	1,040,163
1888-89	971	3,244,647	73	2,967,801 00				276,847 73		1,218,877	1,136,272
1889-90	971	3,560,575	74	3,012,739 87				847,835 87		1,368,819	1,219,233
1890-91	1,091	3,662,341	94	2,977,395 38				684,946 56		1,304,534	1,298,304
1891-92	1,142	3,439,377 00		2,945,441 97				493,935 03		1,264,575	1,297,732
1892-93	1,142	3,045,317 50		3,065,499 09		20,181 59				1,338,080	1,292,878
1893-94	1,142	2,981,671 98		2,987,516 17		5,838 29				1,342,710	1,301,062
1894-95	1,142	2,936,902 74		2,940,717 95		3,815 21				1,276,816	1,352,664
1895-96	1,142	3,012,827 62		2,957,670 10				55,187 52		1,379,618	1,471,866
1896-97	1,145	2,925,968 67		2,866,028 02				59,940 65		1,296,028	1,501,690
1897-98	1,201	3,327,648 51		3,117,669 85				209,978 66		1,434,576	1,523,444
1898-99	1,301	3,675,686 21		3,738,331 44		62,645 43				1,750,761	1,603,095
1899-1900	1,301	4,431,404 69		4,552,071 71		120,667 02				2,151,208	1,029,754
1900-01	1,301	5,460,404 64		4,972,235 87				488,186 77		2,111,310	2,517,295
1901-02	1,301	5,574,563 30		5,671,385 91		96,822 61				2,385,816	2,186,226
1902-03	1,315	6,196,653 19		6,324,323 72		127,670 53				2,790,757	2,404,230
1903-04	1,321	7,239,982 04		6,339,231 43				900,750 61		2,664 149	2,663,156
1904-05	1,446	8,508,826 75		6,783,522 83				1,725,303 92		2,782,257	2,810,960
1905-06	1,446	7,881,914 36		7,643,829 90		61,915 54				3,156,189	2,737,160
1906-07†	1,448	6,030,171 83		6,248,311 00		218,139 17				2,606,073	2,044,847
1907-08	1,448	9,157,435 53		9,173,558 80		16,123 27				4,134,064	2,789,371
1908-09	*1,447 13	9,328,021 55		8,527,069 46				800,952 09		3,573,972	2,907,232
1909-10	1,447 13	8,645,070 33		9,268,234 99		623,164 66				3,927,240	3,122,347
1910-11	1,455 63	9,595,976 79		9,863,783 40		267,806 61				4,101,400	3,232,895
1911-12	1,468 15	10,591,035 84		10,593,785 84		2,750 00				4,536,599	3,416,553
1912-13	1,467 73	11,984,482 69		11,984,482 69						5,203,469	3,763,115

† The year 1906-7 was nine months only; the Canadian fiscal year having been changed to close on March 31, instead of June 30.

\* The railway was remeasured in this year.

‡ Of this total \$4,500 was paid for compassionate allowances by special vote of Parliament.

INTERCOLONIAL RAILWAY.

STATEMENT of Earnings, yearly, from July 1, 1876, to March 31, 1913.

Year.	Miles in Operation.	Passenger Traffic.		Freight Traffic.		Mails and Sundries.		Total.	
		§	cts.	§	cts.	§	cts.	§	cts.
1876-7	714	460,368	15	607,564	99	86,512	21	1,154,443	33
1877-8	714	475,256	82	801,709	82	101,985	07	1,378,946	78
1878-9	714	451,893	29	752,490	85	88,715	55	1,294,009	69
1879-80	829	490,338	66	915,486	50	100,473	32	1,506,298	48
1880-1	840	545,114	48	1,113,872	21	101,407	23	1,760,493	92
1881-2	840	651,299	74	1,303,496	00	124,470	72	2,079,262	66
1882-3	840	741,992	72	1,487,691	98	141,326	49	2,379,910	10
1883-4	887	775,784	77	1,461,390	37	147,240	78	2,383,414	92
1884-5	941	747,285	13	1,542,052	10	151,566	35	2,441,203	66
1885-6	946	765,900	03	1,523,487	72	160,706	13	2,450,093	88
1886-7	977	828,328	28	1,677,971	59	153,817	06	2,660,116	93
1887-8	971	844,448	07	1,932,877	85	166,010	13	2,933,336	95
1888-9	971	906,246	77	1,909,094	44	152,460	09	2,967,801	00
1889-90	971	895,094	53	1,964,646	86	152,998	48	3,012,739	87
1890-1	1,094	962,316	88	1,853,629	88	160,448	62	2,977,395	38
1891-2	1,142	961,427	94	1,803,529	03	180,485	00	2,946,441	97
1892-3	1,142	1,002,912	74	1,868,853	84	184,468	80	3,065,499	09
1893-4	1,142	958,915	13	1,834,126	34	193,762	51	2,987,502	27
1894-5	1,142	963,914	44	1,782,608	54	194,194	97	2,940,717	95
1895-6	1,142	971,426	26	1,788,813	18	197,400	66	2,957,640	10
1896-7	1,145	979,005	57	1,687,050	42	199,472	03	2,866,028	02
1897-8	1,201	1,053,864	64	1,857,740	06	206,065	15	3,117,669	85
1898-9	1,315	1,167,453	16	2,348,096	58	222,781	70	3,738,331	44
1899-1900	1,315	1,404,469	87	2,912,790	52	234,811	32	4,552,071	91
1900-1	1,315	1,607,166	79	3,121,006	15	244,062	93	4,972,235	87
1901-2	1,315	1,770,941	13	3,644,513	42	255,931	36	5,761,385	91
1902-3	1,315	1,927,916	87	4,128,255	00	268,151	75	6,324,323	72
1903-4	1,321	2,021,568	40	4,041,122	48	276,540	55	6,339,231	43
1904-5	1,446	2,105,066	75	4,373,178	75	305,277	53	6,783,522	33
1905-6	1,446	2,297,716	52	5,019,805	53	326,307	85	7,643,829	90
1906-7	1,448	1,952,438	88	4,032,745	00	263,127	12	6,248,311	05
1907-8	1,448	2,711,416	98	6,934,493	45	407,643	37	9,173,358	80
1908-9	1,147	2,628,218	57	5,502,550	58	396,300	31	8,527,069	46
1909-10	1,447	2,765,884	66	6,048,884	18	453,466	15	9,268,234	99
1910-11	1,455	2,899,419	82	6,344,595	66	619,767	92	9,863,783	40
1911-12	1,468	3,017,304	63	7,008,300	49	568,180	72	10,593,785	84
1912-13	1,467	3,438,447	32	8,028,760	13	517,275	24	11,984,482	69

As measured in this year. 1906-7, nine months only.



SESSIONAL PAPER No. 20

## INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Tons of Local and Through Freight carried, yearly, from July 1, 1876, to March 31, 1913.

Year.	Miles in Operation.	Local Freight.	Through Freight.	Total.
1876-7	714	The information for these		421,327
1877-8	714	years was destroyed		522,710
1878-9	714	when the general offices		510,861
1879-80	829	in Moncton were burned		561,924
1880-1	840			725,777
1881-2	840	571,784	267,272	838,956
1882-3	840	537,025	443,936	970,961
1883-4	887	584,581	424,658	1,009,237
1884-5	941	506,574	483,352	989,936
1885-6	946	580,076	443,712	1,023,788
1886-7	977	633,455	509,565	1,143,020
1887-8	971	727,599	561,224	1,288,823
1888-9	971	624,436	594,441	1,218,877
1889-90	971	756,696	612,123	1,368,819
1890-1	1,094	797,492	507,042	1,304,534
1891-2	1,142	750,783	513,792	1,264,575
1892-3	1,142	1,030,628	357,452	1,388,080
1893-4	1,142	966,114	376,596	1,342,710
1894-5	1,142	901,374	366,442	1,267,816
1895-6	1,142	1,101,229	368,389	1,379,618
1896-7	1,145	927,167	368,859	1,296,028
1897-8	1,201	1,053,569	381,007	1,434,576
1898-9	1,315	1,351,569	399,192	1,750,761
1899-1900	1,315	1,713,928	437,280	2,151,208
1900-1	1,315	1,633,671	477,639	2,111,310
1901-2	1,315	1,914,551	471,265	2,385,816
1902-3	1,315	2,239,993	550,744	2,790,737
1903-4	1,321	2,123,261	540,888	2,664,149
1904-5	1,446	2,119,528	662,729	2,782,257
1905-6	1,446	2,413,863	742,326	3,156,189
1906-7	1,448	1,996,869	609,204	*2,606,073
1907-8	1,448	3,227,425	906,629	4,134,054
1908-9	†1,447 13	2,742,454	831,518	3,573,972
1909-10	1,447 13	2,958,642	968,598	3,927,240
1910-11	1,455 63	3,085,437	1,015,963	4,101,400
1911-12	1,468 15	3,452,489	1,084,110	4,536,599
1912-13	1,467 73	3,913,373	1,290,696	5,203,469

\* 1906-7, nine months only. † As remeasured in this year.

## INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried, yearly, from July 1, 1876, to March 31, 1913.

Year.	Miles in Operation.	Number of Local Passengers.	Number of Through Passengers.	Total.
1876-7.	714	The information for these years was destroyed when the general offices in Moncton were burned		613,420
1877-8.	714			619,957
1878-9.	714			640,101
1879-80.	829			581,483
1880-1.	840			631,245
1881-2.	840	647,534	132,460	779,994
1882-3.	840	728,186	150,414	878,600
1883-4.	887	784,715	159,921	944,635
1884-5.	941	812,028	145,200	957,228
1885-6.	946	784,817	148,063	932,880
1886-7.	977	814,632	128,752	942,784
1887-8.	971	948,324	91,839	1,040,163
1888-9.	971	1,050,592	85,680	1,136,272
1889-90.	971	1,112,695	91,531	1,219,233
1890-1.	1,094	1,203,814	94,490	1,298,304
1891-2.	1,142	1,198,649	99,083	1,297,732
1892-3.	1,142	1,188,827	104,051	1,292,878
1893-4.	1,142	1,216,027	85,035	1,301,062
1894-5.	1,142	1,272,284	80,383	1,352,667
1895-6.	1,142	1,386,803	85,063	1,471,866
1896-7.	1,145	1,416,631	85,059	1,501,690
1897-8.	1,201	1,438,590	89,854	1,523,444
1898-9.	1,315	1,504,652	98,443	1,103,095
1899-1900.	1,315	1,878,858	112,896	1,791,754
1900-1.	1,315	1,905,599	119,696	2,025,295
1901-2.	1,315	2,061,196	125,030	2,186,226
1902-3.	1,315	2,555,013	149,217	2,404,230
1903-4.	1,321	2,447,843	215,313	2,663,156
1904-5.	1,446	2,589,928	221,032	2,810,960
1905-6.	1,446	2,491,472	245,688	2,737,160
*1906-7.	1,448	1,853,126	191,721	2,044,846
1907-8.	1,448	2,593,886	195,485	2,789,371
1908-9.	†1,447.13	2,656,217	251,020	2,907,237
1909-10.	1,447.13	2,873,547	248,777	3,122,324
1910-11.	1,455.63	2,968,435	264,460	3,232,895
1911-12.	1,468.15	3,126,922	289,631	3,416,553
1912-13.	1,467.73	3,448,411	314,704	3,763,115

\* 1906-7, nine months only. † As re-measured in this year.

## SESSIONAL PAPER No. 20

The following table shows the number of Tons of Coal carried over the Inter-colonial railway from the Nova Scotia collieries to Ste. Rosalie, Montreal and St. John for points west thereof, and to local stations in each year since July 1, 1876.

Year.	For the West.			To Local Stations.	Total.
	Via Ste. Rosalie.	Via Montreal.	Via St. John.		
1876-7.....				103,420	103,420
1877-8.....				97,043	97,043
1878-9.....		300		112,232	112,532
1879-80.....		1,097		135,369	136,466
1880-1.....		6,102	4,022	174,483	184,607
1881-2.....		18,015	11,779	218,364	248,158
1882-3.....		12,837	22,206	227,380	262,423
1883-4.....		32,014	19,532	252,014	293,562
1884-5.....		133,440	1,773	213,791	349,004
1885-6.....		171,170	21,150	215,272	407,592
1886-7.....		192,871	27,536	233,178	455,585
1887-8.....		183,704	36,228	309,727	529,650
1888-9.....		160,026	27,923	338,538	526,487
1889-90.....		164,153	25,126	366,967	554,546
1890-1.....		113,996	60,213	344,829	498,038
1891-2.....		35,447	5,918	392,441	433,806
1892-3.....		136,808	3,775	402,653	543,296
1893-4.....		102,273	8,028	367,390	478,691
1894-5.....		67,082	7,865	310,253	385,200
1895-6.....		53,124	9,681	369,708	432,513
1896-7.....		38,395	12,305	331,469	382,172
1897-8.....		9,084	9,796	351,069	369,949
1898-9.....		4,647	5,399	484,163	494,206
1899-1900.....		3,495		599,714	603,289
1900-1.....		136			506,454
1901-2.....		1,131	5,763	3,640	546,986
1902-3.....	2,200	7,817	6,775	725,727	742,519
1903-4.....	2,260	637	513	691,346	694,761
1904-5.....	800	265	5,022	596,290	602,377
1905-6.....	7,542	1,625	661	610,444	620,272
*1906-7.....	1,737	2,808	3,252	624,833	632,630
1907-8.....	22	183	4,245	1,061,694	1,066,134
1908-9.....	514	945	4,243	909,050	914,752
1909-10.....	42	890	1,452	1,003,120	1,005,594
1910-11.....	90	180	633	983,921	984,824
1911-12.....	73		303	1,111,157	1,111,533
1912-13.....			425	1,216,636	1,217,061

\* 1906-7, nine months only.

4 GEORGE V., A. 1914

TABLE showing the number of Bushels of Grain carried during each year over the Intercolonial railway for shipment since July 1, 1876.

Bushels.			Bushels.				
Year.	Via Chaudiere.	Via St. John.	Total.	Year.	Via Chaudiere.	Via St. John.	Total.
1876-7				1895-6	Nil.	Nil.	Nil.
1877-8				1896-7	"	"	"
1878-9				1897-8	8,000	"	8,000
1879-80				1898-9	30,000	"	30,000
1880-1				1899-1900	13,239	"	13,239
1881-2				1900-1	147	"	147
1882-3	31,011		31,011	1901-2	Nil.	"	Nil.
1883-4	73,389		73,389	1902-3	"	"	"
1884-5	300,901		300,901	1903-4	147,438	"	147,438
1885-6	389,122		389,122	1904-5	Nil.	"	Neant.
1886-7	575,880		575,880	1905-6	170,000	"	170,000
1887-8	69,021		69,021	1906-7			Nil.
1888-9	129,725		129,725	1907-8			"
1889-90	502,012		502,012	1908-9			"
1890-1	148,803	59,543	218,337	1909-10			"
1891-2	845,997	519,560	1,265,497	1910-11	*233,839	2,000	235,839
1892-3	156,306	197,666	352,972	1911-12	†122,734	1,215,574	1,338,308
1893-4	Nil.	8,026	8,026	1912-13	2,021,901		2,021,901
1894-5	"	Nil.	Nil.				

\* Via Montreal. 1906-7, nine months only. † Via Halifax.

TABLE showing the number of Barrels of Flour and Meal carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Barrels.	Year.	Barrels.
1876-7	254,710	1895-6	822,097
1877-8	557,772	1896-7	847,701
1878-9	630,329	1897-8	987,701
1879-80	535,248	1898-9	1,157,250
1880-1	672,310	1899-1900	1,234,077
1881-2	692,095	1900-1	1,292,106
1882-3	983,916	1901-2	1,311,707
1883-4	817,134	1902-3	1,521,540
1884-5	935,977	1903-4	1,607,050
1885-6	761,127	1904-5	1,769,480
1886-7	763,894	1905-6	1,882,630
1887-8	871,838	1906-7	1,531,140
1888-9	948,514	1907-8	1,528,620
1889-90	1,116,050	1908-9	1,466,920
1890-1	1,013,129	1909-10	1,608,170
1891-2	954,015	1910-11	1,696,280
1892-3	856,913	1911-12	1,873,640
1893-4	944,967	1912-13	2,094,990
1894-5	938,351		

1906-7, nine months only.





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TABLE showing the number of Bushels of Grain carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Bushels.	Year.	Bushels.
1876-77	292,852	1895-96	1,064,385
1877-78	331,170	1896-97	1,093,499
1878-79	302,921	1897-98	1,551,372
1879-80	534,021	1898-99	2,595,353
1880-81	565,678	1899-1900	2,720,453
1881-82	560,253	1900-01	3,535,364
1892-83	1,195,601	1901-02	2,959,761
1883-84	654,673	1902-03	3,392,252
1884-85	734,902	1903-04	2,788,772
1885-86	849,800	1904-05	3,317,910
1886-87	1,018,395	1905-06	2,924,226
1887-88	1,219,035	1906-07	2,231,864
1888-89	1,256,158	1907-08	4,567,245
1889-90	2,610,202	1908-09	4,727,268
1890-91	2,890,921	1909-10	7,074,042
1891-92	3,776,677	1910-11	5,080,848
1892-93	1,514,619	1911-12	5,206,440
1893-94	1,304,684	1912-13	6,530,920
1894-95	1,036,384		

1906-7, nine months only.

TABLE showing the quantity of Lumber in feet carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Feet.	Year.	Feet.
1876-77	50,096,474	1895-96	226,332,715
1877-78	56,626,547	1896-97	243,355,725
1878-79	55,626,696	1897-98	354,093,816
1879-80	55,462,654	1898-99	306,554,031
1880-81	72,841,388	1899-1900	379,550,074
1881-82	78,356,418	1900-01	396,858,964
1882-83	104,633,417	1901-02	428,051,029
1883-84	131,120,948	1902-03	459,231,589
1884-85	138,493,675	1903-04	465,379,803
1885-86	117,186,512	1904-05	518,434,310
1886-87	161,801,763	1905-06	572,878,600
1887-88	197,755,272	1906-07	452,602,703
1888-89	199,507,777	1907-08	754,759,383
1889-90	210,886,071	1908-09	571,395,101
1890-91	184,188,324	1909-10	677,805,611
1891-92	175,474,340	1910-11	647,327,499
1892-93	181,211,013	1911-12	656,418,588
1893-94	200,507,949	1912-13	830,654,000
1894-95	202,247,269		

1906-7, nine months only.

4 GEORGE V., A. 1914

TABLE showing the number of Live Stock carried during each year over the Inter-colonial railway since July 1, 1876.

Year.	Number.	Year.	Number.
1876-77.....	34,414	1895-96.....	64,051
1877-78.....	46,498	1896-97.....	72,082
1878-79.....	47,584	1897-98.....	89,301
1879-80.....	70,990	1898-99.....	109,821
1880-81.....	61,574	1899-1900.....	92,813
1881-82.....	73,479	1900-01.....	95,923
1882-83.....	68,338	1901-02.....	98,495
1883-84.....	60,090	1902-03.....	127,060
1884-85.....	70,785	1903-04.....	113,006
1885-86.....	74,498	1904-05.....	110,670
1886-87.....	82,896	1905-06.....	106,589
1887-88.....	98,302	1906-07.....	97,381
1888-89.....	85,960	1907-08.....	99,824
1889-90.....	80,771	1908-09.....	104,165
1890-91.....	95,529	1909-10.....	106,712
1891-92.....	87,889	1910-11.....	113,976
1892-93.....	93,369	1911-12.....	115,189
1893-94.....	73,203	1912-13.....	119,490
1894-95.....	72,106		

1906-7, nine months.



## SESSIONAL PAPER No. 20

TABLE showing the number of Tons of Ocean-borne goods to and from Europe carried over the Intercolonial railway during each year since July 1, 1876.

Year.	Via Ste. Rosalie and from the West.	Via Mon treal to and from the West.	Via St. John to and from the West.	To and from Local Stations.	Total.
1876-77.....					
1877-78.....		14,949		3,405	18,354
1878-79.....		21,628		2,643	24,271
1879-80.....		21,073		4,952	26,025
1880-81.....		15,454		3,334	18,788
1881-82.....		21,607		4,168	25,775
1882-83.....		24,875		7,911	32,786
1883-84.....		19,696		6,533	26,229
1884-85.....		22,787		8,405	31,192
1885-86.....		13,464		8,216	21,680
1886-87.....		16,923		9,811	26,734
1887-88.....		41,864		8,878	50,742
1888-89.....		17,340		11,481	28,821
1889-90.....		9,895		11,730	21,625
1890-91.....		9,923		10,764	20,687
1891-92.....		9,716		23,835	33,551
1892-93.....		7,295		12,319	19,714
1893-94.....		3,023	204	13,455	16,682
1894-95.....		6,749	213	10,399	17,361
1895-96.....		3,767	314	16,748	20,829
1896-97.....		2,654	263	17,239	20,156
1897-98.....		5,950	1,637	18,633	26,220
1898-99.....		2,462	243	31,555	34,263
1899-1900.....		6,880	307	37,108	39,794
1900-01.....	322	7,780	1,142	155,514	163,838
1901-02.....	1,106	11,925	1,528	172,733	183,147
1902-03.....	817	21,377	1,194	124,695	138,631
1903-04.....	2,079	15,325	2,994	146,070	174,520
1904-05.....	284	17,217	3,683	85,853	105,149
1905-06.....	2,026	15,922	5,337	128,462	153,042
1906-07.....	1,384	16,652	436	110,447	128,219
1907-08.....	2,440	16,652	519	134,541	154,052
1908-09.....	2,487	23,402	649	119,913	146,451
1909-10.....	2,367	21,064	5,818	131,273	160,522
1910-11.....	7,220	27,607	6,927	130,776	172,530
1911-12.....	9,911	63,544	8,777	213,579	295,811
1912-13.....	13,144	74,870	11,114	192,012	291,140

1906-7, nine months.

TABLE showing the number of Tons of Raw and Refined Sugar carried over the Inter-colonial railway during each year since July 1, 1876.

Year.	Raw Sugar.					Refined Sugar.				
	Via Ste. Rosalie.	To Montreal for the West.	To St. John for the West.	To Local Stations	Total.	To Ste. Rosalie for the West.	To Montreal for the West.	To St. John for the West.	To Local Stations	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77.....		340			340					
1877-78.....		186			186					
1878-79.....		1,041			1,041					
1879-80.....		12,220			12,220					
1880-81.....		13,872			13,862	4,022			2,902	6,924
1881-82.....		13,256		1,290	15,546	7,146			3,607	10,753
1882-83.....		9,465		508	9,973	11,126			5,497	16,623
1883-84.....		13,778		3,068	16,846	14,543			7,265	21,808
1884-85.....		10,381		3,661	14,042	18,024			8,445	26,469
1885-86.....		4,394		3,988	8,382	7,674			5,858	13,518
1886-87.....		20,450		8,500	28,950	15,044			8,395	23,439
1887-88.....		14,320		14,085	28,405	21,641			7,133	28,774
1888-89.....		24,358		7,160	31,518	12,955			11,120	24,075
1889-90.....		6,390		8,913	16,303	6,778			6,125	12,903
1890-91.....		5,088	4,670	8,215	17,973	10,130		468	5,096	16,594
1891-92.....		7,142	3,960	10,535	21,637	12,633		7,647	12,414	32,721
1892-93.....				10,137	10,137	8,327		6,456	7,840	22,623
1893-94.....				6,775	6,775	17,729		6,967	8,885	33,581
1894-95.....				10,342	10,342	13,351		15,819	4,695	33,865
1895-96.....				9,824	9,824	15,138		13,734	11,309	40,181
1896-97.....				4,925	4,925	5,694		8,069	6,957	20,720
1897-98.....						6,624		8,821	10,989	26,534
1898-99.....						8,138		2,183	15,833	26,164
1899-1900.....		96			96	9,795		257	19,655	29,907
1900-01.....		489			489	403		12	10,615	25,821
1901-02.....		90		11,553	11,643	3,101		9,831	861	18,839
1902-03.....		194		17,137	17,331	3,183		5,763	1,636	20,529
1903-04.....	357	875		7,495	8,727	6,013		8,628	879	29,400
1904-05.....	602	603	78	1,495	15,684	1,446		7,107	224	23,937
1905-06.....		715	68	9,308	10,091	4,235		12,268	176	24,780
1906-07.....		394		14,671	15,065	1,998		5,898	2,374	13,927
1907-08.....		912		4,371	5,283	5,280		10,555	723	21,073
1908-09.....	6	1,705		6,817	8,528	5,095		8,906	979	21,527
1909-10.....	309	2,060		12,203	14,512	6,402		9,217	1,051	23,224
1910-11.....	532	1,293		24,166	25,991	6,326		9,368	947	25,026
1911-12.....	1,096	2,558		12,057	15,711	8,242		9,691	1,519	21,870
1912-13.....	1,380	14,030			15,410	8,678		9,640	1,422	23,684

1906-7, nine months only.

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TABLE showing the number of Tons of Fresh and Salt Fish carried over the Inter-colonial railway during each year since 1876.

Year.	Fresh Fish.					Salt Fish.				
	Via Ste. Rosalie.	Via Montrea	Via St. John	To Local Stations	Total.	Via Ste. Rosalie.	Via Montreal	Via St. John	To Local Stations	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77		530	921	527	1,978		551	1,848	802	3,201
1877-78		596	1,015	474	2,085		898	1,644	805	3,346
1878-79		471	1,336	817	2,624		988	1,038	1,048	2,974
1879-80		519	1,462	453	2,334		1,612	2,238	959	4,809
1880-81		498	1,879	920	3,297		1,418	937	1,051	4,406
1881-82		475	1,919	967	3,951		4,031	1,066	2,487	7,584
1882-82		542	384	393	1,319		3,229	759	1,354	5,412
1883-84		838	1,682	412	2,932		1,322	1,143	1,224	3,689
1884-85		1,062	1,885	484	3,431		3,563	3,600	1,596	8,759
1885-86		1,669	1,655	902	4,216		1,680	3,047	3,376	7,103
1886-87		1,278	1,572	2,008	4,859		3,236	569	1,747	5,552
1887-88		1,533	1,477	1,031	4,041		2,617	470	1,099	4,193
1888-89		2,474	2,000	1,870	63,44		3,070	7,746	2,994	13,810
1889-90		2,335	1,787	2,111	6,223		2,449	847	3,288	6,584
1890-91		2,029	2,788	1,848	6,665		1,953	1,917	3,236	7,106
1891-92		1,367	1,746	547	3,660		1,946	928	1,889	4,763
1892-93		1,633	1,875	3,349	6,898		3,262	1,811	2,176	7,249
1893-94		1,959	2,192	2,224	6,375		2,921	1,814	2,962	7,697
1894-95		2,066	3,726	1,160	6,892		2,075	1,849	5,285	10,209
1895-96		1,966	3,059	1,316	6,344		1,863	1,087	2,791	5,741
1896-97		3,307	3,115	1,286	7,708		2,158	1,176	2,536	5,889
1897-98		3,575	3,703	1,052	8,330		1,729	1,066	2,210	5,005
1898-99		1,210	2,070	3,305	5,583		1,651	1,198	3,625	5,474
1899-1000		2,547	2,706	3,686	8,939		2,421	1,563	2,658	6,643
1900-01	37	2,009	3,207	4,125	9,393	860	3,416	1,346	4,643	9,768
1901-02	219	3,013	4,373	5,477	13,082	283	3,250	1,413	5,196	10,042
1902-03	149	2,269	3,040	4,842	10,289	493	2,808	1,615	6,579	11,495
1904-05	779	1,939	3,588	5,002	11,068	225	2,359	564	5,848	8,996
1905-06	284	2,748	2,439	7,706	13,177	683	2,740	346	6,994	10,763
1906-07	320	2,882	3,712	7,400	14,314	307	3,159	416	6,348	10,227
1907-08	199	3,288	1,353	6,224	11,064	661	2,856	1,976	7,034	12,527
1908-09	312	2,965	2,794	6,946	13,017	668	4,078	1,632	4,866	11,244
1909-10	547	3,965	2,616	6,525	14,110	697	3,759	806	6,706	14,868
1910-11	1,216	4,300	2,733	6,161	14,110	893	3,590	1,993	9,130	15,546
1911-12	1,476	4,213	1,917	6,686	14,292	4,250	4,060	425	10,108	18,843
1912-13	1,490	4,572	3,928	7,294	17,284	909	5,795	2,902	8,529	18,135

1911-12, 1912-13, nine months only.

WINDSOR BRANCH.

This road is operated by the Dominion Atlantic Railway Company (formerly the Windsor and Annapolis Railway Company), under a lease which covers also running powers over the Intercolonial railway between Windsor Junction and Halifax. The company retains two-thirds of the gross earnings, and the government receives one-third of the gross earnings, for maintaining the way and works.

Year.	Miles in operation.	One-third gross earnings.	Proportion credited to line Windsor Junction to Halifax.		Proportion credited to the Windsor Branch.		Maintenance expenses.		Profit.		Loss.	
			\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1880-81	32	28,434 29	7,217 76	21,216 53	20,502 26	714 27						
1881-82	32	28,461 07	7,407 88	21,052 19	13,090 55	7,953 64						
1882-83	32	31,199 77	8,095 88	24,113 89	23,165 93	1,009 96						
1883-84	32	30,428 39	7,409 46	23,018 93	22,110 86	878 07						
1884-85	32	32,246 30	7,794 95	24,451 35	18,751 96	5,699 39						
1885-86	32	31,185 63	7,527 52	23,658 11	19,229 49	4,428 62						
1886-87	32	33,564 58	8,237 00	25,327 58	26,042 33	714 75						
1886-87	32	32,242 85	6,689 39	24,553 55	24,040 33	513 22						
1887-88	32	37,313 43	8,941 22	28,372 11	26,856 50	7,515 61						
1889-90	32	39,544 19	9,381 73	30,162 46	18,982 82	11,179 64						
1890-91	32	39,519 56	9,284 48	30,235 35	28,931 71	1,303 42						
1891-92	32	42,891 23	9,382 38	30,235 13	19,514 57	13,994 48						
1892-93	32	43,901 28	9,585 17	34,316 11	16,889 55	17,426 46						
1893-94	32	41,834 70	8,859 23	32,975 47	17,645 09	15,339 38						
1894-95	32	59,793 81	14,626 20	39,677 64	14,640 07	24,437 57						
1895-96	32	47,456 74	10,891 91	36,565 83	16,476 46	20,985 37						
1896-97	32	54,298 81	13,695 58	40,603 23	10,821 04	29,782 19						
1897-98	32	48,892 21	11,665 57	37,226 64	18,181 09	14,045 91						
1898-99	32	36,314 51	13,819 48	42,474 04	12,373 06	29,669 94						
1899-1900	32	62,256 61	14,925 18	47,331 43	12,891 56	34,459 87						
1900-01	32	62,523 29	15,261 31	47,261 89	16,862 66	30,399 23						
1901-02	32	65,315 38	15,719 79	49,604 59	16,376 27	33,228 32						
1902-03	32	56,447 38	13,856 57	42,590 81	17,843 19	24,747 62						
1903-04	32	72,798 54	19,674 49	53,634 05	24,281 09	29,352 96						
1904-05	32	66,798 46	16,759 79	50,038 67	26,863 16	23,175 51						
1905-06	32	65,936 66	16,484 16	49,452 50	17,482 97	31,966 53						
1906-07	32	61,597 30	16,156 78	45,440 52	15,425 32	30,015 20						
1907-08	32	76,471 58	20,041 17	56,430 41	37,912 11	18,518 20						
1908-09	32	75,781 86	19,750 47	56,031 33	36,234 55	19,796 78						
1909-10	32	81,864 73	21,207 75	60,653 98	23,549 90	37,104 08						
1910-11	32	61,781 89	16,590 46	48,191 43	17,797 98	30,393 45						
1911-12	32	99,996 10	26,819 50	73,176 60	33,854 05	39,322 55						
1912-13	32	93,235 40	24,988 70	68,246 70	29,976 62	38,276 08						

1906-7, nine months only.

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## PRINCE EDWARD ISLAND RAILWAY.

The following table shows the working expenses, the gross and net earnings, the tons of freight and number of persons carried each year since June 30, 1875, when the road was first opened for traffic:—

Year.	Miles in operation.	Working expenses.	Gross earnings.		Loss.	Tons of freight carried.	No. of passengers carried.
			\$	c.			
1875-76	199	214,930 43	118,060	96	96,869 17	28,358	93,964
1887-77	199	228,595 25	130,664	92	97,930 33	41,639	93,478
1877-78	199	221,599 46	135,899 60		85,699 89	38,668	111,428
1878-79	199	223,313 12	125,855 99		97,457 21	38,923	105,046
1879-80	199	164,640 55	113,851 11		50,789 44	37,208	90,533
1880-81	199	228,259 97	137,267 54		90,922 43	48,315	118,436
1881-82	199	252,808 41	146,170 42		106,637 99	51,920	117,162
1882-83	199	236,428 13	144,504 12		91,924 01	51,841	118,988
1883-84	211	211,207 01	158,588 06		52,618 95	57,346	130,423
1884-85	211	216,744 34	155,584 36		61,159 98	57,913	120,374
1885-86	211	204,237 37	155,303 37		48,934 09	63,589	103,067
1886-87	211	229,639 95	158,365 62		71,276 33	59,603	131,246
1887-88	211	247,559 44	171,369 56		76,189 89	55,682	152,780
1888-89	211	266,485 85	160,974 78		105,524 07	52,604	133,099
1889-90	211	257,990 08	174,258 05		83,732 03	59,511	145,598
1890-91	211	289,706 38	157,442 69		132,263 69	51,065	139,389
1891-92	211	226,422 17	162,690 42		63,731 75	56,718	132,111
1893-94	211	226,891 06	158,533 83		68,857 23	53,577	123,727
1894-95	211	232,105 19	149,654 71		83,250 41	48,325	125,089
1895-96	211	225,138 56	146,476 54		78,662 02	46,395	122,586
1896-97	211	240,489 90	153,443 13		87,046 77	52,151	131,498
1897-98	211	231,418 74	158,950 61		72,468 13	57,539	156,510
1898-99	211	218,053 01	165,021 03		53,040 98	57,968	129,667
1899-1900	211	220,931 81	174,738 73		46,193 08	62,227	147,471
1900-01	211	261,766 24	193,833 48		67,883 76	73,696	157,793
1901-02	210	270,159 97	197,999 97		72,160 00	74,381	184,748
1902-03	209	269,797 82	217,714 24		41,923 58	80,582	205,265
1903-04	209	335,695 44	234,390 03		101,305 41	86,286	224,517
1904-05	209	370,461 44	217,330 61		153,133 83	75,969	235,194
1905-06	261	294,253 16	237,270 57		36,982 59	87,162	371,692
1906-07	267	282,148 59	215,534 97		67,713 53	67,144	232,256
1907-08	267	399,947 79	304,579 83		95,367 96	97,250	317,828
1908-09	267 5	400,330 00	311,319 63		69,016 78	106,090	332,758
1909-10	267 5	427,283 73	319,074 74		108,208 99	103,741	251,038
1910-11	267 5	424,104 00	337,419 55		86,684 45	108,263	356,761
1911-12	267 5	449,962 91	367,203 39		82,759 52	130,218	388,076
1912-13	267 5	489,972 34	389,474 07		100,498 27	122,784	433,888

1906-7, nine months only.

## CANALS.

STATEMENT showing the total cost of construction of the individual Dominion canal works and connecting waters, up to March 31, 1913.

*Route from Montreal to Lake Superior.*

	Original Construction.		Enlargement of Canals.		Improvements to St. Lawrence River and Lakes.		Totals.	
	§	cts.	cts.	§	cts.	§	cts.	
Lachine Canal.....	2,589,532	85	10,815,438	11			13,404,970	96
Lake St. Louis.....					298,176	11	298,176	11
Soulanges Canal.....	7,696,439	46					7,696,439	46
Beauharnois Canal.....	1,636,690	26					1,636,690	26
Lake St. Francis.....					75,906	71	75,906	71
Cornwall Canal.....	1,945,624	73	5,297,179	48			7,242,804	21
Williamsburg Canal.....	1,320,655	54	13,896	26			1,334,551	80
Farrans Point Canal.....			877,090	57			877,090	57
Rapids Plat Canal.....			2,158,242	00			2,158,242	00
Galops Canal.....			6,120,300	14			6,120,300	14
Galops Rapids.....					1,039,895	65	1,039,895	65
St. Lawrence River and reaches					711,238	93	711,238	93
North Channel.....					1,718,778	83	1,718,778	83
Murray Canal.....	1,248,946	71					1,248,946	71
Welland Canal.....	7,693,824	03	21,557,126	98			29,250,951	01
Sault Ste. Marie Canal.....	4,987,498	24					4,987,498	24
Totals.....	29,119,211	82	46,839,273	54	3,843,996	33	79,802,481	59

*Route from Lachine to Ottawa.*

	Original Construction.		Enlargement.		Total.	
	§	cts.	§	cts.	§	cts.
Ste. Anne's Lock.....	134,456	51	1,035,759	12	1,170,215	63
Carillon and Grenville Canals.....	63,053	64	4,119,039	32	4,182,092	96
Culbute Canal (superseded).....	382,391	46			382,391	46
Total.....	579,901	61	5,154,798	44	5,734,700	05

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

*Route from Ottawa to Kingston.*

	Original Construction.		Enlargement.		Total.	
	§	cts.	§	cts.	§	cts.
Rideau Canal.....	4,127,454	21			4,127,454	21
Tay Canal.....	489,599	23			489,599	23
Total.....	4,617,053	44			4,617,053	44

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*Route from St. Johns, P.Q., to Sorel.*

—	Original Construction.	Enlargement.	Total.
	\$ cts.	cts.	\$ cts.
Chambly Canal .....	637,214 66	91,784 83	728,999 49
St. Ours Lock.....	121,537 65	4,306 28	125,843 93
Total .....	758,752 31	96,091 11	854,843 42

*Route from Lake Ontario to Georgian Bay.*

—	Original Construction.	Enlargement.	Total.
	\$ cts.	cts.	\$ cts.
Trent Canal.....	12,464,651 64	.....	12,464,651 64
Total.....	12,464,651 64	.....	12,464,651 64

*Route from Atlantic Ocean to Bras d'Or Lakes.*

—	Original Construction.	Enlargement.	Total.
	\$ cts.	cts.	\$ cts.
St. Peter's Canal—Cape Breton .....	248,762 84	399,784 30	648,547 14
Total.....	248,762 84	399,784 30	648,547 14

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## COMPARATIVE STATEMENT of Tons of Freight which passed through the canals in seasons of 1911 and 1912.

Name of Canal.	Season of 1911.	Season of 1912.	Number of trips of vessels.	
			Season of 1911.	Season of 1912.
			Tons.	Tons.
Sault Ste. Marie .....	30,951,709	39,669,655	6,781	7,856
Welland .....	2,537,629	2,851,915	2,480	2,905
St. Lawrence .....	3,105,708	3,477,188	9,923	11,606
Chambly .....	599,829	618,415	4,008	3,705
St. Peter's .....	75,298	74,809	1,260	1,213
Murray .....	163,457	170,981	1,440	1,085
Ottawa .....	320,071	392,350	2,413	3,059
Rideau .....	172,227	160,133	3,062	2,969
Trent .....	57,290	77,150	4,165	3,998
St. Andrew's* .....	47,135	95,549	423	1,260
Total .....	38,030,353	47,587,245	35,955	39,056

\*This is a lock and dam on the Red River, between Winnipeg and Winnipeg, built and operated by the Department of Public Works.

TABLE showing the dates of opening and closing of the canals for the season of 1912.

	Navigation Opened 1912.	Navigation Closed 1912.
Lachine .....	May 1 .....	December 5
Soulanges .....	April 28 .....	" 6
Grenville .....	May 1 .....	November 30
Carillon .....	" 1 .....	" 30
Ste. Anne's .....	April 25 .....	" 30
Chambly .....	May 1 .....	" 30
St. Ours .....	" 1 .....	" 30
Cornwall .....	April 29 .....	December 10
Williamsburg {	Farrans Point .....	" 13
	Rapide Plat. ....	" 13
	Galops .....	" 13
Murray .....	" 22 .....	" 16
Welland .....	" 22 .....	" 19
Sault Ste. Marie .....	" 24 .....	" 19
Rideau {	At Ottawa .....	" 3
	At Kingston .....	November 27
	Lake Simcoe to Fenelon Falls .....	October 26
Trent {	Fenelon Falls to Lakefield .....	December 1
	Lakefield to Peterborough .....	November 6
	Peterborough to Healey Falls .....	December 1
St. Peter's .....	April 23 .....	January 11, 1913.
	" 22 .....	



PART IX  
ACTS AUTHORIZING RAILWAY SUBSIDIES  
IN FORCE MARCH 31, 1913





## 9-10 EDWARD VII.

### CHAP. 51.

An Act to authorize the granting of subsidies in aid of the construction of the lines of railway therein mentioned.

[Assented to 4th May, 1910.]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. The Governor in Council may grant a subsidy of \$3,200 Subsidies for railways. per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

1. For a line of railway from Tusket Wedge to a point on the Halifax and South Western Railway at or near Riverdale station, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 27; not exceeding 8 miles.

2. To the Halifax and South Western Railway Company, for a line of railway from Lunenburg to Bridgewater via Upper La Have, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 28; not exceeding 12 miles.

3. To the Inverness Railway and Coal Company, for a line of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 17; not exceeding 37 miles.

4. To the Margaree Coal and Railway Company, for a line of railway from a point at or near Orangedale, on the Intercolonial Railway, thence by the east side of Lake Ainslie and Ste. Rosa, to Chimney Corner Cove, not exceeding 46 miles; and for a line of railway from a point on the Intercolonial Railway between Orangedale and Point Tupper to Caribou Cove on Inhabitants Bay or River, not exceeding 4 miles; in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 18; not exceeding in all 50 miles.

5. For a line of railway from a point on the Dominion Atlantic Railway to the Government pier or wharf at Canning, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 7; not exceeding 1 mile.

6. For a line of railway from Brazil Lake on the Dominion Atlantic Railway to Kemptville, Nova Scotia, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 16; not exceeding 11 miles.

7. To the Dominion Atlantic Railway Company, for a line of railway from Centreville on the Dominion Atlantic Railway, westerly to Weston, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 30; not exceeding 15 miles.

8. For a line of railway from a point on the Intercolonial Railway at or near Dartmouth, in the county of Halifax, to a point at or near Deans Settlement, in the county of Halifax, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 21; not exceeding 80 miles.

9. For a line of railway from a point at or near Deans settlement, in the county of Halifax, to a point at or near Melrose, in the county of Guysborough, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 22; not exceeding 52 miles.

10. For a line of railway from a point at or near New Glasgow, in the county of Pictou, to a point at or near Melrose, in the county of Guysborough, and from the said point at or near Melrose to Guysborough, in the county of Guysborough, with a branch line to Country Harbour, in the county of Guysborough, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 23; not exceeding in all 116 miles.

11. To the International Railway Company of New Brunswick, for  $3\frac{1}{2}$  miles of its railway, being the distance which the subsidy granted by chapter 63 of 1908, section 1, item 15, is short of covering.

12. For a line of railway from Grand Falls to St. John, New Brunswick, in lieu of the subsidies granted by chapter 40 of 1907, section 1, items 2, 3 and 10, respectively, and in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 69; not exceeding 228 miles.

13. For a line of railway from Connors, at the terminus of the Temiscouata Railway, to a point on the boundary line between New Brunswick and Quebec, at the foot of Beau Lake, in lieu

of

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of the subsidy granted by chapter 40 of 1907, section 1, item 25; not exceeding 18 miles.

14. To the York and Carleton Railway Company, for a line of railway from its present terminus to a point on the National Transcontinental Railway, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 33; not exceeding 9 miles.

15. For a line of railway from a point on the Canadian Pacific Railway at or near Plaster Rock to Riley Brook, in lieu of the subsidy granted by chapter 63, of 1908, section 1, item 31; not exceeding 28 miles.

16. To the Atlantic, Quebec and Western Railway Company, for a line of railway from Paspébiac to Gaspé, as near the shore as practicable, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 9, for a line between the points above mentioned; not exceeding 102 miles.

17. To the Canadian Northern Quebec Railway Company, for a line of railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 11, for a line of railway between the points above mentioned; not exceeding 30 miles.

18. For a line of railway from Roberval westward towards James Bay, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 9; not exceeding 100 miles.

19. To the Quebec and Lake St. John Railway Company, for the following lines of railway:—

(a) from Valcartier station to St. Catherine, not exceeding 3·8 miles;

(b) from Valcartier station towards Gosford, not exceeding 5½ miles;

(c) from the end of the 35th mile of the branch to La Tuque, on the River St. Maurice, to La Tuque Falls, not exceeding 5 miles;

(d) from La Tuque Falls to the mouth of the River Croche, not exceeding 5 miles;

(e) from a point on the La Tuque branch to the steamboat landing near La Tuque, not exceeding 1·6 miles;

(f) from Herbertville to St. Joseph d'Alma; not exceeding 10 miles;

(g) from Chicoutimi south or southeast; not exceeding 5 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, items 43, 44 and 72, respectively; not exceeding 35·9 miles.

20. To the Quebec and New Brunswick Railway Company, for a line of railway from Chaudière Junction to a point at or near the International boundary, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 25; not exceeding 62 miles.

21. To the Eastern Townships Railway Company, for a line of railway from the Intercolonial Railway at St. Leonard's

Junction

Junction to Dudswell, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 41; not exceeding 36 miles.

22. To the L'Avenir and Melbourne Railway Company for a line of railway from Melbourne to Drummondville, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 71; not exceeding 28 miles.

23. To the Lotbinière and Megantic Railway Company, for a line of railway to extend its railway southerly from a point at or near Lyster, in Megantic county, to or towards a point at or near Lime Ridge, in the township of Dudswell, not exceeding 50 miles; and for a line of railway from a point on its line in the township of Inverness, to a point at or near the bridge over the St. Lawrence River at or near Quebec: not exceeding 30 miles; in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 19; not exceeding in all 80 miles.

24. For a line of railway from Joliette to or near Lake Manuan, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 9, not exceeding 60 miles.

25. For a line of railway from St. Joachim towards Seven Islands, including branches to Murray Bay and Baie St. Paul, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 11; not exceeding 170 miles.

26. For a line of railway from a point at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lake St. Joseph and St. Mary in a southerly direction, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 26; not exceeding 15 miles.

27. To the Ha Ha Bay Railway Company, for a line of railway from a point at or near Jonquières village to Baie des Ha Ha, via Laterrière village, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 24; not exceeding 24 miles.

28. To the St. Mary's and Western Ontario Railway Company, for a line of railway from Embro to Exeter, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 60; not exceeding 36 miles.

29. To the Manitoulin and North Shore Railway Company for the following lines of railway:—

(a) from a point on the said company's line of railway between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay Railway; not exceeding 76 miles;

(b) from Little Current thence crossing the Canadian Pacific Railway, at or near Stanley, and thence to Sudbury; not exceeding 88 miles;

(c) from a point at or near Sudbury, northerly, not exceeding 30 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 51; not exceeding in all 194 miles.

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30. To the Algoma Central and Hudson Bay Railway Company for the following lines of railway:—

- (a) from Sault Ste. Marie to a point on the Canadian Pacific Railway between White River and Dalton stations in the district of Algoma, not exceeding 200 miles;
- (b) from Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific Railway, not exceeding 25 miles;
- (c) from a point on the Canadian Pacific Railway, northerly, towards the National Transcontinental Railway, not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 2, and chapter 63 of 1908, section 1, item 61; not exceeding in all 275 miles.

31. To the Bracebridge and Trading Lake Railway Company, for a line of railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 8; not exceeding 16 miles.

32. To the Lac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the National Transcontinental Railway, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 63, for 18 miles; not exceeding 22 miles.

33. To the Canadian Northern Quebec Railway Company, for a line of railway from Montreal to Hawkesbury, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 48; not exceeding 65 miles.

34. To the Nipigon Railway Company for the following lines of railway:—

- (a) from a point at or near Nipigon station on the line of the Canadian Pacific Railway to Nipigon Lake; not exceeding 30 miles;
- (b) from a point on Nipigon Bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon Railway; not exceeding  $3\frac{1}{2}$  miles;
- (c) from a point on the line of the Nipigon Railway at or near the crossing of the French River to a point on Lake Jesse, by way of Cameron's Falls; not exceeding  $1\frac{1}{2}$  miles;
- (d) from a point on the north shore of Lake Nipigon, northerly; not exceeding 45 miles.

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 4; not exceeding in all 80 miles.

35. To the Ontario, Northern and Timagami Railway Company, for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Timagami, in the district of Nipissing, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 6; not exceeding 50 miles.

36. For a line of railway from Sharbot Lake or Bathurst station, in the province of Ontario, or between these points, via

Lanark village, to Carleton Place, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 3; not exceeding 41 miles.

37. To the Erie, London and Tillsonburg Railway Company, for a line of railway from Port Burwell to London, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 29; not exceeding 35 miles.

38. To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Baneroff, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 41; not exceeding 51 miles.

39. To the Kingston, Smith's Falls and Ottawa Railway Company, for a line of railway from Kingston to Ottawa, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 19; not exceeding 101 miles.

40. To the Pacific, Northern and Omineca Railway Company, for a line of railway from Edmonton, northwesterly, to or towards the Peace River, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 51; not exceeding 110 miles.

41. To the Southern Central Pacific Railway Company, for the following lines of railway:—

(a) from a point two miles west of Pincher station on the Crow's Nest Pass branch of the Canadian Pacific Railway, northeasterly; not exceeding 10 miles;

(b) from a point two miles west of Pincher station on the Crow's Nest Pass branch of the Canadian Pacific Railway, southwesterly; not exceeding 40 miles;

the said subsidies being granted in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 37; not exceeding in all 50 miles.

42. To the Kettle River Valley Railway Company, for the following lines of railway:—

(a) from Midway to a junction near Merritt with the Nicola, Kamloops and Similkameen Railway; not exceeding 250 miles;

(b) from a point on the Company's line of railway near Coldwater River to a point on the Fraser River; not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 40 of 1907, section 1, item 18, and chapter 63 of 1908, section 1, items 58 and 59, respectively; not exceeding in all 300 miles.

43. To the Kootenay Central Railway Company, for a line of railway from Golden towards the International boundary via Windermere and Fort Steele, thence crossing the Crow's Nest Pass Railway, at or near Elko; in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 31; not exceeding 186 miles.

44. To the Esquimalt and Nanaimo Railway Company, for a line of railway from a point on its main line of railway, at or near Duncan's to Cowichan Lake, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 67; not exceeding 24 miles.



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45. For a line of railway from Montreal to a point on the National Transcontinental Railway, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 49; not exceeding 200 miles.

46. To the Little Nation River Railway Company, for a line of railway from Papineauville, on the Canadian Pacific Railway, towards Lake Nominig, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 70; not exceeding 30 miles.

**2.** In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the chief engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

**3.** The subsidies hereby authorized towards the construction of any railway shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

- (a) Upon completion of the work subsidized; or,
- (b) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or,
- (c) Upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or,
- (d) With respect to (b) and (c), part one way, part the other.

**4.** The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are

already commenced, shall be commenced within two years from the first day of August, 1910, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines shall be subject to the approval of the Governor in Council.

As to running powers.

**5.** The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

Proviso.

Transportation of Government supplies, etc.

**6.** Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada: and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

Production of accounts.

**7.** As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any

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any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

8. The Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

9. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the chief engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said chief engineer, entitles the company thereto: Provided always—

(a) that the estimated cost, as certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized;

(b) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the company's contract;

(c) that in no case shall the subsidy exceed the sum of \$6,400 per mile.

As to  
Canadian  
steel rails.

Mode of  
payment of  
certain  
railway  
subsidies.

Proviso.



## 2 GEORGE V.

## CHAP 7.

## An Act to aid the construction of the Canadian Northern Alberta Railway.

[Assented to 1st April, 1912.]

**W**HEREAS, by chapter 6 of the statutes of 1910, authority <sup>Preamble.</sup> was given to the Governor in Council to aid and assist the construction of the line of railway of the Canadian Northern Alberta Railway Company, hereinafter called "the Company," by guaranteeing the principal and interest of the bonds, debentures, debenture stock or other securities of the Company to the extent of thirteen thousand dollars per mile for the first fifty miles of the line so aided, and for the remainder of the said line to an amount of twenty-five thousand dollars per mile, not exceeding in all one hundred and fifty miles, as in the said Act set out, and the Governor in Council, pursuant to the said authority, has granted such aid accordingly; and whereas the Company has authority, under the said Act, to construct and operate a line of railway from a point at or near Edmonton or Strathcona to a point in the province of British Columbia in or near the Yellowhead Pass, and fifty miles west of the boundary of the said province: Therefore His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

**1.** This Act may be cited as *The Canadian Northern Alberta Railway Aid Act, 1912.* <sup>Short title.</sup>

**2.** His Majesty on behalf of the Dominion of Canada, hereinafter called "the Dominion," may aid and assist the construction and completion of a line of railway of the Company extending from a point on the line of the railway of <sup>Aid authorized.</sup> of

Line of railway aided.	of the Company one hundred and fifty miles westerly from St. Albert, thence in a westerly direction to the boundary of the province of British Columbia at or in the Yellowhead Pass, for a distance not exceeding one hundred and fifteen miles, by guaranteeing the principal and interest of the
Nature of aid.	bonds, debentures, debenture stocks and other securities, hereinafter called "securities," secured as hereinafter mentioned, of the Company, to the extent of thirty-five thousand dollars per mile of the said line of railway so aided, not
Interest.	exceeding in all one hundred and fifteen miles; the interest upon the said securities to be paid at the rate of three and
Maturity of principal.	one-half per cent per annum, payable half yearly, the principal to be payable in fifty years from the passing of this Act.
Security.	<b>3.</b> The said securities so guaranteed shall be secured by a deed or deeds of trust by way of mortgage or charge to a trustee or trustees, approved of by the Governor in Council, and such deed or deeds of trust shall respectively grant a
First mortgage.	first mortgage or charge upon the said line of railway so aided, and the right of way, station grounds, or other real estate and interest therein, buildings and other structures and improvements, rolling stock and equipment, plant, machinery, tools, supplies, materials and other personal properties, present and future, acquired for the purposes of the said line so aided, and in connection with operating, repairing and maintaining it, and the tolls, incomes and revenues of the Company arising and to arise from the said line, and the rights, privileges, franchises and powers of the Company now or hereafter held with respect to and in connection with the said line and the operation, maintenance and repair thereof.
Nature of securities, and form of trust deed.	<b>4.</b> The kind of securities to be guaranteed as aforesaid, and the forms thereof, and the form and terms of the deed or deeds of trust securing them, and the times and manner of the issue of securities and the disposition of the moneys to be raised thereon by sale, pledge or otherwise, pending the expenditure of such moneys for the purposes of the line of railway so aided, and the forms and manner of guarantee, shall be such as the Governor in Council approves, and such terms, provisions and conditions may be included in such deed or deeds of trust as the Governor in Council deems expedient or necessary.
Signature to guarantees.	<b>5.</b> The said guarantee shall be signed by the Minister of Finance, or such officer as is designated by the Governor in Council to sign it; and upon being so signed the Dominion shall become liable as guarantor for the payment of the
Effect.	principal and interest of the securities so guaranteed, according

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according to the tenor thereof, and the said payment shall form a charge upon the Consolidated Revenue Fund.

**6.** Any moneys paid by the Dominion under any guarantee herein provided for shall be held to be paid in discharge of the liability of the Dominion and not in discharge of the liability of the Company under the securities so guaranteed, or under any deed of trust securing them, and the moneys so paid shall be held to be still secured by the said securities and deed of trust, and the Dominion shall be subrogated in and to all the rights of the holders of such securities, the interest upon or the principal of which has been paid by the Dominion, and the Dominion shall, with respect to all moneys so paid, be in all respects in the position of security holders with respect to whose securities default has been made in payment to the extent of the moneys paid by the Dominion.

Liability of Dominion discharged by payments

**7.** The decision of the Governor in Council as to the length of the mileage of the said line of railway so to be aided shall, for the purposes of this Act, be final.

Length of lines.

**8.** The books of the Company shall at all times be open for inspection for and on behalf of the Dominion by any person named in that behalf by the Governor in Council or the Minister of Finance.

Inspection of books.

**9.** The Canadian Northern Railway Company shall, by guarantee included in the said deed or deeds of trust, or in some other instrument agreed to by the Governor in Council or the Minister of Finance and the last named company, in such form as the Governor in Council approves, guarantee to the Dominion the due payment by the Company of the principal and interest of all securities issued and guaranteed under the provisions of this Act, according to the tenor and effect of such securities respectively, and in accordance with the terms of the said deed or deeds of trust, and shall also guarantee to the Dominion the due payment by the Company of all loss or costs which the Dominion may sustain or be put to in enforcing, after default, the provisions of the said deed or deeds of trust against the line of railway and premises thereby mortgaged and charged.

Guarantee by Canadian Northern Railway.

Principal and interest.

Costs of default.

**10.** The line hereby aided, as set forth or described in section 2 of this Act, shall be constructed and completed according to the following specifications:—

Standard of construction.

Bridges over rivers and large streams are to be of concrete and steel construction and to be built to the classification of the Heavy Standard Specification of the Department of Railways and Canals, dated one thousand nine hundred and eight.

Bridges.

Bridges

- Tre-tles. Bridges of pile or frame trestle may be constructed over  
Culverts. small streams which can be taken care of by culverts, such  
culverts to be constructed within a reasonable time after  
the line is put in operation, of which time the Governor in  
Council shall be the sole judge.
- Rails. The line of railway shall be laid with steel rails, not less  
than eighty pounds to the lineal yard, with standard  
fastenings.
- Curves and  
grades. The maximum curvature shall not be of less radius than  
seven hundred and sixteen feet, and the grades against  
east bound traffic shall not exceed five-tenths of one per  
cent, or 26·40 feet per mile; or six-tenths of one per cent,  
or 31·68 feet per mile, against west-bound traffic; provided  
that under exceptional conditions, with the consent of the  
Governor in Council, less radius of curvature and heavier  
grades may be allowed, on the recommendation of the  
chief engineer of the Department of Railways and Canals,  
approved by the Minister of Railways and Canals, but in  
no case shall the curvature exceed five hundred and seventy-  
three feet radius, or the gradients exceed 52·80 feet to the  
mile.



## 2 GEORGE V.

### CHAP. 8.

An Act respecting aid toward the construction of the Canadian Northern Alberta Railway.

[Assented to 1st April, 1912.]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. This Act may be cited as *The Canadian Northern Alberta Railway Act, 1912.* Short title.

2. The aid and assistance which, under *The Canadian Northern Alberta Railway Act, 1910*, (hereinafter called "the said Act"), the Governor in Council was authorized to give to the Canadian Northern Alberta Railway Company (hereinafter called "the Company") in respect of the construction of the one hundred and fifty miles of the line of railway therein described (hereinafter called "the old line") may, notwithstanding anything in the said Act, be applied to the first one hundred and fifty miles of the Company's line of railway at present constructed or located running from St. Albert, in the province of Alberta, in a generally westerly direction toward the Yellowhead Pass, such last mentioned one hundred and fifty miles being hereinafter referred to as "the new line." Aid to company may be applied to new line.

3. The Governor in Council may cause to be executed by the Minister of Finance, or such other officer as the Governor in Council may designate, an instrument, in form approved by the Governor in Council, supplementary to the deed of trust, by way of mortgage or charge, made under the authority of the said Act and dated the twenty-second

day

day of March one thousand nine hundred and eleven, (herein called the original mortgage), for the purpose of giving effect to the provisions of this Act.

Securities  
already issued  
to be a  
charge on  
new line

**4.** Upon the execution of such instrument by the Company and the Minister of Finance, or the other person as aforementioned, the securities issued under the original mortgage shall form a charge upon the new line instead of upon the old line, and the proceeds of the guaranteed securities issued under the original mortgage shall thereupon be applied in and toward the construction of the new line.

Trustees  
to execute.

**5.** The trustees of the original mortgage shall concur with the Company and the Governor in Council in executing, or causing to be executed, the supplementary instrument aforementioned.

Amendment  
of contract  
for construction

**6.** Upon the passing of this Act the contract made between His Majesty the King and the Company, dated the second day of September, one thousand nine hundred and eleven, in respect of the construction of the line of railway aided under the said Act may be amended by the parties thereto so as to provide for the construction and completion of the new line instead of the line therein mentioned, and the several parties to the said contract and to the original mortgage are hereby authorized and empowered to execute the several documents and make the several amendments necessary to carry into effect the intent of this Act.

## 2 GEORGE V.

### CHAP. 9.

An Act to authorize the granting of a Subsidy to the Canadian Northern Pacific Railway Company in aid of the construction of the railway therein mentioned.

[Assented to 1st April, 1912.]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

**1.** This Act may be cited as *The Canadian Northern Pacific Railway Aid Act*. Short title.

**2.** The Governor in Council may grant a subsidy of twelve thousand dollars per mile to the Canadian Northern Pacific Railway Company towards the construction of a railway from a point at Yellowhead Pass to Vancouver and the mouth of the Fraser river, not exceeding five hundred and twenty-five miles. Subsidy authorized.

**3.** The said subsidy shall be payable out of the Consolidated Revenue Fund of Canada and may, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:— Manner and conditions of payment.

- (a) upon the completion of the work subsidized; or,
- (b) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; the cost for the purposes of this paragraph to be determined by the Governor in Council; or,
- (c) upon the progress estimates on the certificate of the chief engineer of the Department of Railways and

and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or,

(d) with respect to (b) and (c), part one way part the other.

Time for construction limited.

4. The said railway, unless already commenced, shall be commenced within two years from the first day of August, nineteen hundred and twelve, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in a contract between the said Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location of the said railway shall be subject to the approval of the Governor in Council.

Contract for construction.

Location.

Transportation of Government supplies, etc.

5. The said Company, its successors and assigns, and any person or company controlling or operating the said railway or portion thereof, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the railway in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed and the company performing it, and in case of disagreement then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the said Company with a sum equal to three per cent per annum on the amount of the subsidy received by the Company under this Act.

Production of accounts.

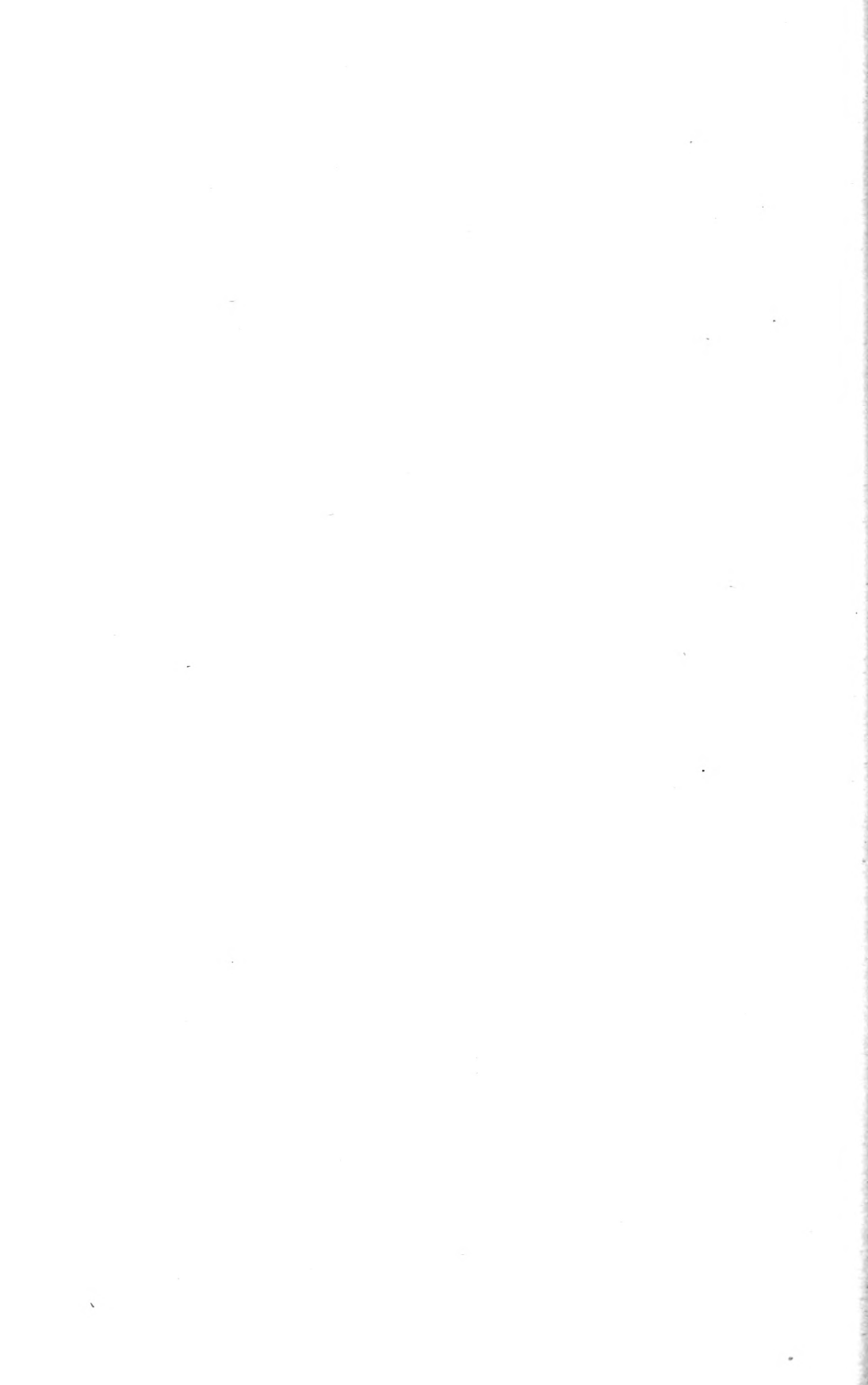
6. As respects the railway for which such subsidy is granted the Company at any time owning or operating it shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

Canadian steel rails, materials, and rolling stock.

7. The Governor in Council may make it a condition of the granting of the subsidy herein provided that the said Company shall lay the railway with new steel rails and fastenings made in Canada, and shall purchase all materials and

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and supplies required for the construction of the railway, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.



## 2 GEORGE V.

### CHAP. 48.

An Act to authorize the granting of Subsidies in aid of the construction of the railways and bridges therein mentioned.

[Assented to 1st April, 1912.]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

**1.** This Act may be cited as *The Railway Subsidies Act, 1912.* Short title.

**2.** The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

1. For a line of railway from Liverpool, via Milton, to Caledonia, Nova Scotia, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 5; not exceeding 30 miles.

2. For a line of railway from St. John to Grand Falls, New Brunswick, exclusive of a railway bridge across the Kennebecasis

Kennebecasis River, at or near Perry Point, and two railway bridges across the St. John River, one at or near Mistake and one at or near Andover; in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 12; not exceeding 228 miles.

3. To the L'Avenir and Melbourne Railway Company for a line of railway from Melbourne to Drummondville, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 22; not exceeding 28 miles.

4. To the Ha Ha Bay Railway Company for the following lines of railway:—

(a) from a point on the Quebec and Lake St. John Railway in the township of Jonquières, at or near St. Mathias, to Ha Ha Bay; not exceeding 20 miles;

(b) from Labrosse Junction to the Saguenay River, northerly through the town of Chicoutimi; not exceeding 5 miles;

(c) from La Terrière Junction, southerly, to Lake Kenogami, via La Terrière village; not exceeding 12 miles.

(d) from a point on the Ha Ha Bay Railway, at or near Bagotville village, easterly, to the village of St. Alexis; not exceeding 3 miles;

the said subsidies sub-items (a), (c) and (d) being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 27; and the subsidy sub-item (b) being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 19, sub-item (g); not exceeding in all 40 miles.

5. For a line of railway at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lake St. Joseph and St. Mary in a southerly direction, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 26; not exceeding 15 miles.

6. To the Interprovincial and James Bay Railway Company, for a line of railway from a point on the Lake Temiscamingue Colonization Railway at or near Timiskaming to or towards the De Quinze River; in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 42; not exceeding 50 miles.

7. To the Canadian Northern Quebec Railway Company, for a line of railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 17; not exceeding 30 miles.

8. To the Quebec and Saguenay Railway Company, for the following lines of railway:—

(a) from St. Joachim, northeasterly; not exceeding 62.8 miles;

(b) from a point 62.8 miles northeasterly from St. Joachim towards Seven Islands; not exceeding 107.2 miles;



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the said subsidies being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 25; not exceeding in all 170 miles.

9. For a line of railway from a point at or near Montreal to a point at or near Mile 837 west of Moncton on the National Transcontinental Railway, in lieu of subsidy granted by chapter 51 of 1910, section 1, item 45; not exceeding 200 miles.

10. To the Algoma Central and Hudson Bay Railway Company, for the following lines of railway:—

(a) from Sault Ste. Marie to a point on the Canadian Pacific Railway between White River and Dalton stations in the district of Algoma; not exceeding 200 miles;

(b) from Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific Railway; not exceeding 25 miles;

(c) from a point on the Canadian Pacific Railway, northerly, towards the National Transcontinental Railway; not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 51 of 1910, section 1, item 30; not exceeding in all 275 miles.

11. To the Algoma Eastern Railway Company (formerly the Manitoulin and North Shore Railway Company) for the following lines of railway:—

(a) from a point on the said company's line of railway between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay Railway; not exceeding 76 miles;

(b) from a point at or near Sudbury, northerly; not exceeding 30 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 51 of 1910, section 1, item 29, sub-items (a) and (c) respectively; not exceeding in all 106 miles.

12. To the Tillsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Ingersoll to Stratford, or to a point on the Grand Trunk Railway between Berlin and Stratford, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 12; not exceeding 35 miles.

13. To the Lac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the National Transcontinental Railway, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 32; not exceeding 22 miles.

14. To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Bancroft, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 38; not exceeding 51 miles.

15. To the Canadian Pacific Railway Company, for a line of railway from a point at or near Teulon to a point on

the Icelandic River, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 27; not exceeding 35 miles.

16. To the Vancouver, Westminster and Yukon Railway Company, for a line of railway from Vancouver via Second Narrows of Burrard Inlet, northerly, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 55; not exceeding 100 miles.

17. To the Kootenay Central Railway Company, for the following lines of railway:—

(a) from Golden via Windermere and Fort Steele to a point on the British Columbia Southern Railway at or near Jukeson; not exceeding 175 miles;

(b) from a point on the British Columbia Southern Railway at or near Caithness towards the International boundary; not exceeding 25 miles;

the said subsidies being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 43; not exceeding in all 200 miles.

18. To the Kettle Valley Railway Company, for a line of railway from a point at or near Grand Forks to a point 50 miles up the North Fork, and East or West Fork of North Fork, of Kettle River, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 1; not exceeding 50 miles.

19. To the Esquimalt and Nanaimo Company, for the following lines of railway:—

(a) from Wellington to Alberni; not exceeding 60 miles;

(b) from a point at or near McBride Junction to or towards the village of Sandwich; not exceeding 45 miles;

(c) from the village of Sandwich to Campbell River; not exceeding 38 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 40 of 1907, section 1, item 20, and chapter 63 of 1908, section 1, item 35; not exceeding in all 143 miles.

20. For a line of railway from a point on the Esquimalt and Nanaimo Railway, near Campbell River, towards Fort George, on the line of the Grand Trunk Pacific Railway, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 54; not exceeding 100 miles.

21. To the Fredericton and Grand Lake Coal and Railway Company, for a line of railway from a point on the Intercolonial Railway at Gibson to a point at or near Minto, together with a branch line from a point on the above mentioned line to Marysville; not exceeding 35 miles.

22. To the Great Northern Mining and Railway Company, Limited, for a line of railway from Little River through Belle Marche to Eastern Harbour; not exceeding 3 miles.

23. To the Southampton Railway Company, for a line of railway from a point at or near Millville to a point on the St. John River near the Pokiok Bridge; not exceeding 13 miles.

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24. To the Northern New Brunswick and Seaboard Railway Company, for a line of railway from the Drummond mines, at Austin Brook, a branch of the Nipisiguit River above Great Falls, in the county of Gloucester, to a point on the Intercolonial Railway, and from such point to Alston Point, on the north side, or to Caron Point, on the south side of the entrance to Bathurst Harbour in the said county; not exceeding 26 miles.

25. To the North Shore Railway Company, for the following lines of railway:—

(a) from a point at or near Adamsville, in the county of Kent, to a point at or near Snowshoe Lake in the said county, connecting with the Grand Trunk Pacific Railway; not exceeding 20 miles;

(b) from Beersville, in the county of Kent, via Roxton, to a point at or near Richibucto Head, in the said county; not exceeding 20 miles;

not exceeding in all 40 miles.

26. For a line of railway from a point at or near Rosevale in the County of Albert to Stoney Creek in the said county, and thence to the city of Moncton; not exceeding 22 miles.

27. To the Quebec Central Railway Company, for the following lines of railway:—

(a) for an extension of its line of railway from a point (30 miles from St. George) in the parish of St. Justine, county of Dorchester, to a point in the parish of St. Sabine, in the county of Bellechasse; not exceeding 1·34 miles;

(b) for an extension of its line of railway from a point (31·34 miles from St. George) in the parish of St. Sabine, county of Bellechasse, to a point in the township of Dionne, county of L'Islet; not exceeding 50 miles; not exceeding in all 51·34 miles.

28. To the Canada and Gulf Terminal Railway Company, for a line of railway from Matane, easterly, to Gaspe Basin; not exceeding 200 miles.

29. To the Grand Lake and Bell River Railway Company, for a line of railway from a point on the National Transcontinental Railway, at or near Bell River, thence following the direction of Bell River to Twenty-one Mile Bay, an arm of Grand Lake, or to Rabbit Lake on the Ottawa River, in the county of Pontiac; not exceeding 45 miles.

30. To the St. Charles and Huron River Railway Company, for a line of railway from a point on the main line of the Quebec and Lake St. John Railway, at Indian Lorette station, thence up the valley of the St. Charles River in a northerly direction to Stoneham; not exceeding 7·5 miles.

31. For a line of railway from a point on the National Transcontinental Railway, at or near Mile 837 west of  
Moncton,

Moncton, in a northerly and northwesterly direction, to a point at or near the mouth of the Nottaway River on James Bay; not exceeding 300 miles.

32. To the Simcoe, Grey and Bruce Railway Company, in respect of fifty miles of its proposed railway between the towns of Kincardine and Orillia, the said fifty miles to include that portion of the said line connecting the towns of Owen Sound and Meaford.

33. To the Algoma Central and Hudson Bay Railway Company, for a line of railway from a point fifty miles northerly from the junction of its line of railway with the Canadian Pacific Railway, northerly to a junction with the National Transcontinental Railway; not exceeding 65 miles.

34. To the Rainy River Radial Railway Company, for a line of railway from a point on the northern boundary of the state of Minnesota at or near the town of Fort Frances, to a point on the Lake of the Woods, at or near the mouth of Little Grassy River; not exceeding 50 miles.

35. To the Lake Erie and Northern Railway Company, for the following lines of railway:—

(a) from the town of Galt to Port Dover; not exceeding 58 miles;

(b) from the town of Paris (on the line from the town of Galt to Port Dover) to the village of Ayr; not exceeding 10 miles;

not exceeding in all 68 miles.

36. To the Bruce Mines and Algoma Railway Company, for a line of railway from a point on its line of railway at or near Rock Lake Mine in a generally northerly and easterly direction to or towards a point on the main line of the Canadian Pacific Railway near the crossing of the said railway of the Winneboga River; not exceeding 50 miles.

37. To the Manitoba and North Western Railway Company, for a line of railway from a point at or near Hamiota to a point at or near Birtle; not exceeding 30 miles.

38. To the Alberta Pacific Railway Company, for a line of railway from a point at or near the town of Cardston in a northwesterly direction via Pincher Creek to a point on the Crow's Nest Pass Branch of the Canadian Pacific Railway Company at or near Lundbreck, thence northerly and west of the Porcupine Hills towards Calgary; not exceeding 100 miles.

39. To the Burrard Inlet Tunnel and Bridge Company, for the following lines of railway:—

(a) from the town of Eburne on the Fraser River to a point at or near the mouth of Seymour Creek on the north shore of the Second Narrows; not exceeding 10 miles;

(b) from a point at or near Seymour Creek on the north shore of the Second Narrows to Deep Cove on the north arm of Burrard Inlet; not exceeding 5 miles;

(c)

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(c) from a point at or near Seymour Creek on the north shore of the Second Narrows to a point on Horseshoe Bay; not exceeding 14 miles;

(d) from a point at or near Pender street in the city of Vancouver to a point at or near lot 264, North Vancouver; not exceeding 3 miles;

not exceeding in all 32 miles.

40. To the Caribou, Barkerville and Willow River Railway Company, for a line of railway from a point on the Grand Trunk Pacific Railway, at or near Eagle Lake, to a point on the Caribou Road at or near the town of Barkerville; not exceeding 107 miles.

41. To the Naas and Skeena Rivers Railway Company, for a line of railway from the Nasoga Gulf or some other point on the waters of the Portland Inlet or Naas River to or towards the anthracite coal deposits on the Skeena River near Ground Hog Mountain; not exceeding 100 miles.

42. To the Kettle Valley Railway Company, for a line of railway from a point at or near Penticton on Okanagan Lake to a point on the International boundary; not exceeding 50 miles.

43. To the Calgary and Fernie Railway Company, for a line of railway from a point at or near the city of Calgary in the province of Alberta, in a southwesterly direction, via Kananaskis Pass and the headwaters of the Elk River to or towards the city of Fernie, in the province of British Columbia; not exceeding 100 miles.

44. To the Grand Trunk Pacific Railway Company, for a line of railway from Harte southwesterly into the city of Brandon; not exceeding 25 miles.

**3.** The Governor in Council may grant the subsidies hereinafter mentioned towards the construction and completion of the bridges also hereinafter mentioned, that is to say:—

Subsidies for bridges.

1. To the Vancouver, Westminster and Yukon Railway Company, towards the construction and completion of a railway bridge across Burrard Inlet, in lieu of the subsidy granted by chapter 63 of 1908, section 2, item 6; not exceeding \$350,000.

2. To the Canadian Pacific Railway Company (lessees of the Calgary and Edmonton Railway Company) towards the construction and completion of a bridge over the Saskatchewan River connecting Strathcona and Edmonton, 15 per cent upon the amount expended thereon, in lieu of the subsidy granted by chapter 63 of 1908, section 2, item 2; not exceeding \$126,000.

3. To the Canadian Pacific Railway Company, towards the construction and completion of a bridge over the Saskatchewan River at Outlook, Saskatchewan, 15 per cent upon

upon the amount expended thereon; not exceeding \$115,000.

4. To the Kettle Valley Railway Company, towards the construction and completion of a railway bridge over the Fraser River, near Hope, British Columbia; not exceeding \$250,000.

5. To the Caribou, Barkerville and Willow River Railway Company, towards the construction and completion of all its railway bridges (about twenty in number) over the Willow River, 25 per cent upon the total amount expended thereon; not exceeding \$95,000.

6. To the Grand Trunk Pacific Railway Company, towards the construction and completion of a railway bridge over the Assiniboine River at the city of Brandon, 25 per cent upon the amount expended thereon; such bridge to be completed without unnecessary delay.

"Cost"  
defined.

4. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the chief engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

How  
subsidies  
shall be  
paid.

5. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(a) Upon the completion of the work subsidized; or,

(b) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or,

(c) Upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made

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made justifies the payment of a sum not less than thirty thousand dollars; or,

(d) With respect to (b) and (c), part one way, part the other.

**6.** The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railway and bridges respectively; all the lines and the bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1912, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council. Conditions.

**7.** The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway and bridges so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper. As to running powers.

**8.** Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has Transportation of Government supplies, etc.

has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

Production  
of accounts.

**9.** As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways or bridges shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

As to  
Canadian  
steel rails.

**10.** The Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway and bridges, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

Mode of  
payment of  
certain  
railway  
subsidies.

**11.** Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the Company, and upon the report of the chief engineer of the Department of Railways and Canals and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion



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completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said chief engineer, entitles the company thereto: Provided always—

- (a) that the estimated cost, as certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized;
- (b) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the company's contract;
- (c) that in no case shall the subsidy exceed the sum of \$6,400 per mile.



## 3-4 GEORGE V.

## CHAP. 10.

An Act to authorize the granting of subsidies in aid of the construction of certain lines of railway of the Canadian Northern Ontario Railway Company and the Canadian Northern Alberta Railway Company respectively.

[Assented to 6th June, 1913.]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. The Governor in Council may grant a subsidy of six thousand four hundred dollars per mile to the Canadian Northern Ontario Railway Company, towards the construction of a railway from the city of Toronto, in the province of Ontario, to the city of Ottawa, in the said province, not exceeding two hundred and fifty miles.

Subsidy authorized for Toronto to Ottawa line.

2. The Governor in Council may grant a subsidy of twelve thousand dollars per mile towards each of the under-mentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) namely:—

For Ottawa to Port Arthur, and Edmonton to Yellowhead Pass.

- (a) to the Canadian Northern Ontario Railway Company, for a line of railway from the city of Ottawa, in the province of Ontario, to the city of Port Arthur in the said province; not exceeding 910 miles;
- (b) to the Canadian Northern Alberta Railway Company for a line of railway from the city of Edmonton, in the province of Alberta, to the boundary of the province of British Columbia at or in the Yellowhead Pass; not exceeding 260 miles.

3.

How  
subsidies  
shall be paid.

**3.** The subsidies hereby authorized shall be payable out of the Consolidated Revenue Fund of Canada and may, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows;—

- (a) upon completion of the work subsidized; or,
- (b) by instalments, on the completion of each ten-mile section of the railway; in the proportion which the cost of such completed section bears to that of the whole work undertaken; the cost for the purpose of this paragraph to be determined by the Governor in Council; or,
- (c) upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or,
- (d) with respect to (b) and (c), part one way, part the other.

Time for  
construction  
of railway  
limited.

**4.** The lines, for the construction of which subsidies are hereby granted, shall be completed within a reasonable time, not to exceed three years from the first day of August, nineteen hundred and thirteen, to be fixed by the Governor in Council, and shall also be constructed and completed to the satisfaction of the Governor in Council.

Conditions  
as to  
running  
powers.

**5.** The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways hereby subsidized; provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council as he deems just and proper.

Transporta-  
tion of  
Government  
supplies, etc.

**6.** The Companies receiving subsidies under this Act, their successors and assigns, and any person or company controlling or operating the railways or portions of the railways subsidized under this Act, shall each year furnish to  
the

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the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in and toward the payment of such charges the Government of Canada shall be credited by the company with a sum equal to three per cent on the amount of the subsidy received by the company under section 1 of this Act and on the amount of the subsidy up to six thousand four hundred dollars per mile received by the Company under section 2 of this Act.

7. As respects the railways for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof. Books to be produced.

8. No subsidy shall be granted under this Act unless and until there shall have been issued and transferred upon the books of the Canadian Northern Railway Company to the Minister of Finance and Receiver General of Canada, in trust for His Majesty, shares in the common stock of the Canadian Northern Railway Company of the par value of seven million dollars, which said stock and all rights appurtenant thereto shall be held for the benefit of His Majesty absolutely, and shall be deemed to be fully paid up, non-assessable and not subject to calls; provided that the said stock or any part thereof may be disposed of under the authority of Parliament upon such terms and conditions as it may determine and the proceeds of the sale thereof paid into the Consolidated Revenue Fund of Canada. Transfer of stock to Crown.  
Proviso.

9. The Canadian Northern Railway Company is hereby authorized and empowered to issue and transfer to the Minister of Finance and Receiver General of Canada, in trust as aforesaid, from and out of the authorized capital shares of its common stock of the par value of seven million dollars fully paid up and non-assessable and not subject to calls as aforesaid, upon the consideration of the Governor in Issue of stock in return for subsidies.

Council

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Council undertaking to grant to the Canadian Northern Ontario Railway Company and the Canadian Northern Alberta Railway Company the subsidies referred to in section 2 of this Act upon the terms aforesaid, and such stock when so issued and transferred shall be deemed fully paid without further or other consideration.

## 3-4 GEORGE V.

### CHAP. 46.

An Act to authorize the granting of Subsidies in aid of the construction of the railways and bridge therein mentioned.

[Assented to 6th June, 1913.]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. This Act may be cited as *The Railway Subsidies Act, 1913.* Short title.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated), which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

1. To the Margaree Coal and Railway Company, Limited, for the following lines of railway:—

(a) from a point on the Intercolonial Railway near Orangedale to St. Rose; not exceeding 46 miles;

(b) from a point on the Intercolonial Railway near McIntyre lake to Caribou cove, Port Malcolm, Richmond county; not exceeding 4 miles;

the said subsidies being granted in lieu of subsidy granted by chapter 51 of 1910, section 1, item 4; not exceeding 50 miles.

2. To the Northern New Brunswick and Seaboard Railway Company, for a line of railway from the Drummond Mines at Austin brook, a branch of the Nipisiguit river above Great Falls in the county of Gloucester to a point on the Intercolonial Railway where it intersects the branch line from Bathurst station to Bathurst Harbour, in lieu of the subsidy granted by chapter 48 of 1912, section 2, item 24; not exceeding 16·9 miles.

3. To the Tobique and Campbellton Railway Company, for a line of railway from Plaster Rock along the Tobique river to Riley brook, in lieu of subsidy granted by chapter 51 of 1910, section 1, item 15; not exceeding 28 miles.

4. To the St. John and Quebec Railway Company, for a line of railway from Andover to St. John, New Brunswick, exclusive of a railway bridge across the St. John river, at or near Mistake, and a railway bridge across the Kennebecasis river at or near Perry Point; in lieu of subsidy granted by chapter 48 of 1912, section 2, item 2; not exceeding 200 miles.

5. To the Lotbinière and Megantic Railway Company for a line of railway from a point at or near Lyster in Megantic county to a point at or near Lime Ridge in the township of Dudswell in the county of Wolfe, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 23, for a line of railway between the points above mentioned; not exceeding 60 miles.

6. For a line of railway from a point on the Canadian Pacific Railway at or near Scotstown or Megantic to the International boundary, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 19; not exceeding 35 miles.

7. To the Little Nation River Railway Company for a line of railway from a point between Thurso and Montebello on the line of the Canadian Pacific Railway, northerly, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 46; not exceeding 30 miles.

8. To the Erie, London and Tillsonburg Railway Company, for a line of railway from Port Burwell to London, passing through or near Vienna, Calton, Aylmer, Kingsmill and Belmont, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 37; not exceeding 35 miles.

9. To the Tillsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Ingersoll north to a junction with the St. Mary's and Western Ontario railway at Embro, in lieu of the subsidy granted by chapter 48 of 1912, section 2, item 12; not exceeding 10·38 miles.

10. To the Canadian Pacific Railway Company, for a line of railway from Gimli to a point on the Icelandic river at



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at or near Riverton, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 39, for a line between the points above mentioned; not exceeding 30 miles.

11. To the Canadian Pacific Railway Company, for a line of railway from Moosejaw, in a northwesterly direction, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 40; not exceeding 123 miles.

12. To the Alberta Central Railway Company, for a line of railway from Red Deer to Rocky Mountain House, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 38; not exceeding 70 miles.

13. To the Kettle Valley Railway Company, for the following lines of railway:—

(a) from Merritt to Penticton Wharf; not exceeding 145 miles;

(b) from a point on the line between Merritt and Penticton Wharf, at or near Penticton, to Midway; not exceeding 135 miles;

(c) from a point on the line between Merritt and Penticton Wharf, about 25 miles south of Merritt, to a point on the Fraser river near Hope station; not exceeding 55 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 51 of 1910, section 1, item 42; not exceeding in all 335 miles.

14. To the Calgary and Fernie Railway Company for a line of railway from Michel or Sparwood, in a northerly direction via the headwater of the Elk river and Kananaskis Pass to a point at or near the city of Calgary, in lieu of the subsidy granted by chapter 48 of 1912, section 2, item 43; not exceeding 100 miles.

3. The Governor in Council may grant the subsidy hereinafter mentioned towards the construction and completion of the bridge hereinafter mentioned, that is to say:—

Subsidy  
for bridge.

To the Burrard Inlet Tunnel and Bridge Company towards the construction and completion of a bridge over the Second Narrows of Burrard Inlet, as authorized by chapter 74 of 1910, in lieu of the subsidy granted by chapter 48 of 1912, section 3, item 1; not exceeding \$350,000.

4. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway or the cost of terminals or the cost of right of way

"Cost"  
defined.

of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the chief engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

How  
subsidies  
shall be  
paid.

**5.** The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

- (a) Upon the completion of the work subsidized; or,
- (b) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or,
- (c) Upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or,
- (d) With respect to (b) and (c), part one way, part the other.

Conditions.

**6.** The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridges respectively; all the lines and the bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, one thousand nine hundred and thirteen, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals and

SESSIONAL PAPER No. 20

and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

7. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway and bridges so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

8. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

9. As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways or bridges shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and

and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

As to  
Canadian  
steel rails.

**10.** The Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway and bridges and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

Mode of  
payment of  
certain  
railway  
subsidies.

**11.** Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the chief engineer of the Department of Railways and Canals and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said chief engineer, entitles the company thereto: Provided always—

- (a) that the estimated cost, as certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized;
- (b) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the company's contract;
- (c) that in no case shall the subsidy exceed the sum of \$6,400 per mile.

## 3-4 GEORGE V.

## CHAP 53.

An Act to authorize the granting of Subsidies to the Government of the Province of Ontario in aid of the construction of the Temiskaming and Northern Ontario Railway.

[Assented to 6th June, 1913.]

**W**HEREAS the Government of the province of Ontario Preamble. has constructed a line of railway known as the Temiskaming and Northern Ontario Railway, from North Bay on the Canadian Pacific Railway, and at a junction with the Toronto line, so called, of the Grand Trunk Railway, to Cochrane on the Grand Trunk Pacific Railway, and several branches thereof, and has them under operation; and whereas the line of railway from North Bay to Cochrane makes a through connection for the Transcontinental Railway with Toronto, and also with Montreal and Quebec, and being, as such, a work of national and not merely provincial utility: Therefore His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

**1.** This Act may be cited as *The Temiskaming and Northern Ontario Railway Aid Act.* Short title.

**2.** The Governor in Council may grant to the Government of the province of Ontario, in consideration of its having constructed each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated), a subsidy not exceeding \$6,400 per mile:— Subsidies to Government of Ontario for construction of railways.

(i) For the line of railway from North Bay on the Canadian Pacific Railway to Cochrane on the Grand Trunk Pacific Railway; not exceeding 252·8 miles.

(ii)

- (ii) For the following branch lines of railway:—
- (a) From Englehart to Charlton; not exceeding 7·8 miles;
  - (b) From Cobalt to Kerr Lake; not exceeding 3·9 miles;
  - (c) From Iroquois Falls to Timmins; not exceeding 33·2 miles;
  - (d) From Earlton to Elk Lake City; not exceeding 28·5 miles;
  - (e) From Iroquois Falls Station to Iroquois Falls; not exceeding 7·25 miles.

How  
subsidies  
shall be paid.

**3.** The subsidies hereby authorized shall be payable out of the Consolidated Revenue Fund of Canada at the option of the Governor in Council, and may be paid upon the certificate of the chief engineer of the Department of Railways and Canals as to the mileage constructed, in such manner and in such amounts, and subject to such conditions, if any, as the Governor in Council deems expedient.

Commence-  
ment of Act.

**4.** This Act shall come into force on a day to be fixed by proclamation of the Governor in Council published in *The Canada Gazette*.

PART X  
PHOTOGRAPHS, MAPS AND PLANS

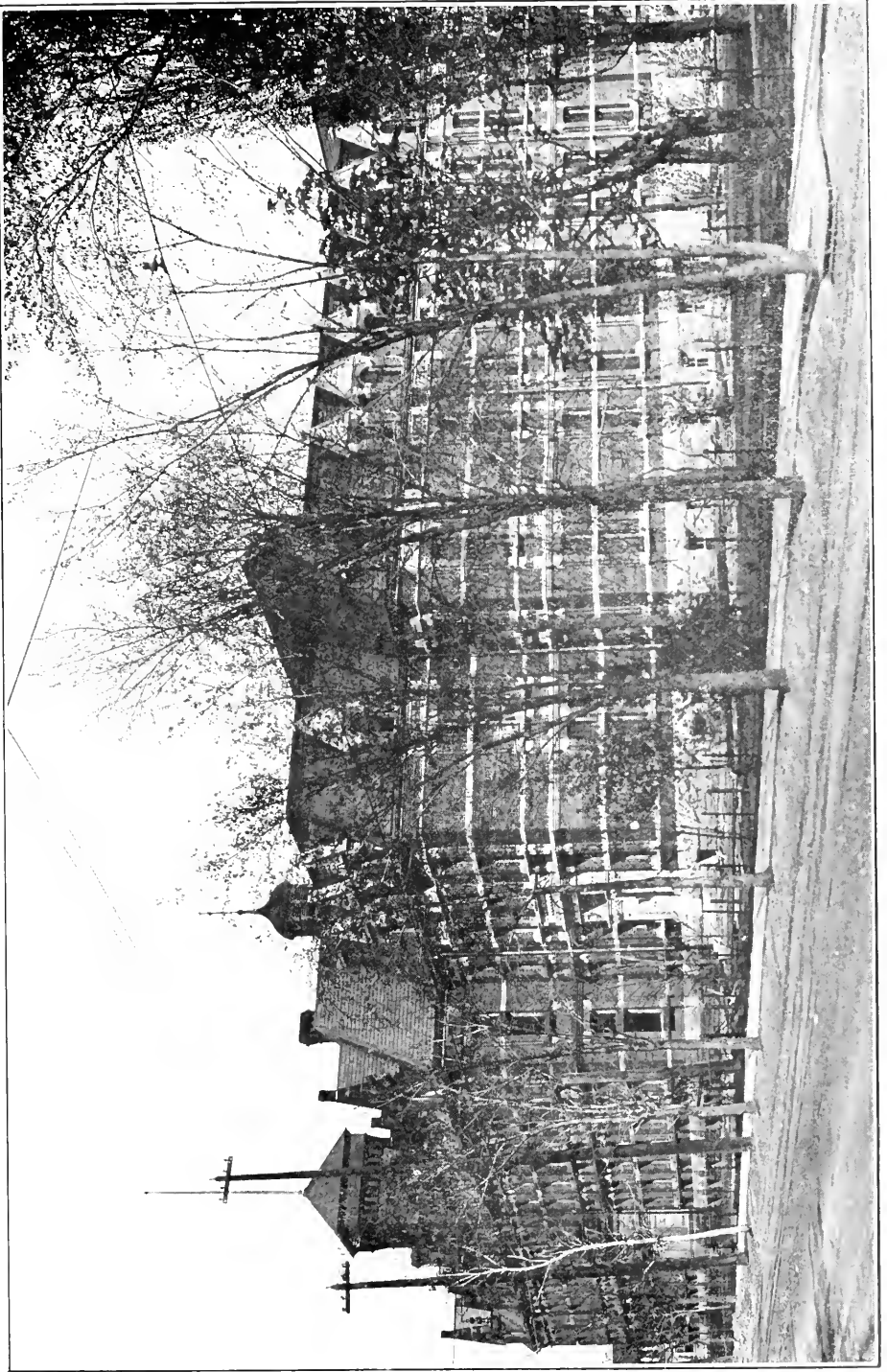




## PHOTOGRAPHS, MAPS AND PLANS.

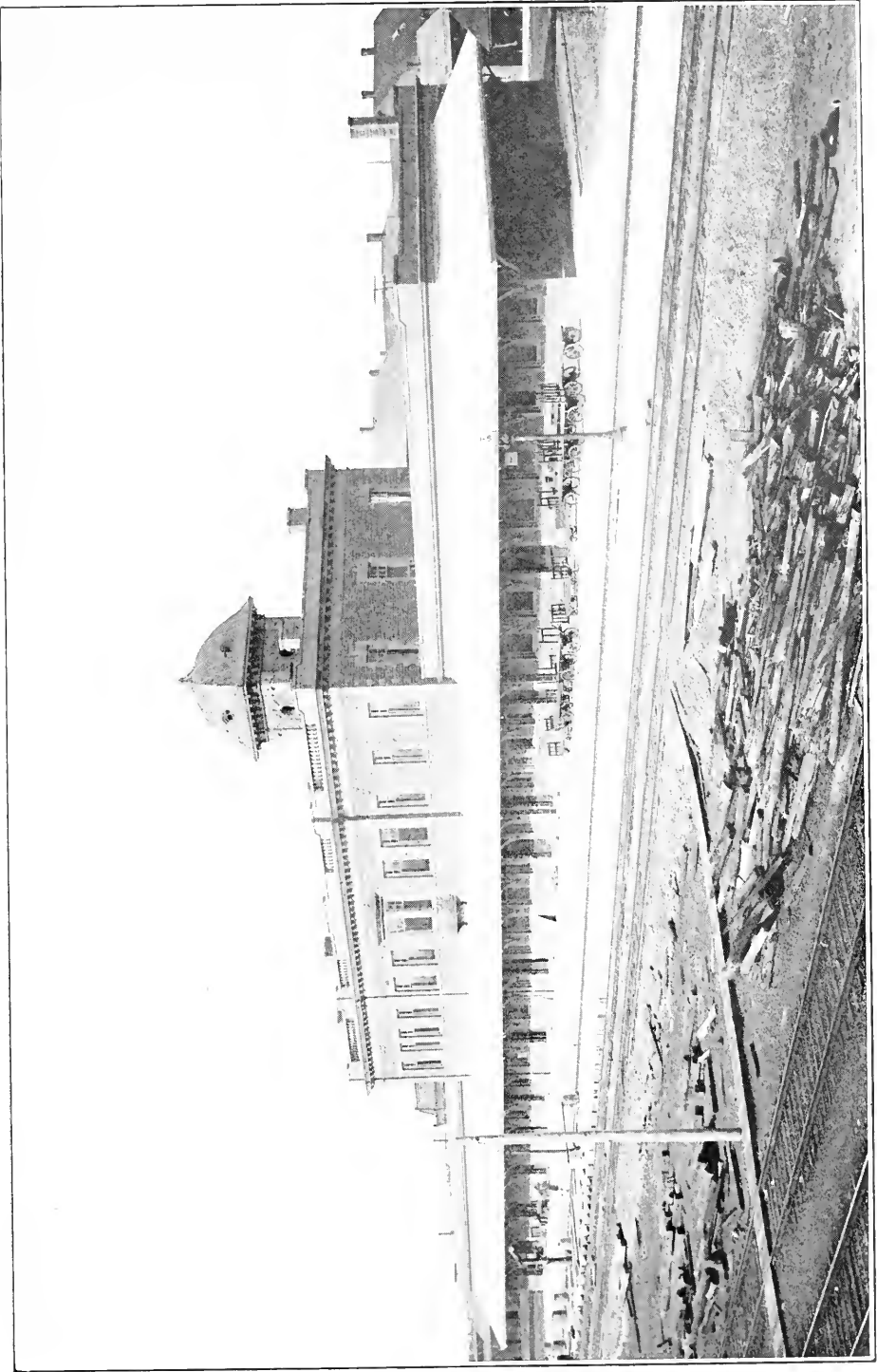
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| PLATE | I. General Offices of the Intercolonial Railway at Moncton, N.B.   |
| “     | II. Intercolonial Railway—New Station Building at Truro, N.S.  |
| “     | III. I. C. R. Halifax Terminals—Concrete mixing tower.   |
| “     | IV. I. C. R. Halifax Terminals—Concrete mixing plant.  |
| “     | V. I. C. R. Halifax Terminals—Reinforcement for concrete piles.  |
| “     | VI. I. C. R. Halifax Terminals—Contractors' concrete pile making yard.   |
| “     | VII. I. C. R. Halifax Terminals—Conveying concrete piles.  |
| “     | VIII. I. C. R. Halifax Terminals—Pile driving and form work.   |
| “     | IX. I. C. R. Halifax Terminals—View of pier, looking north.  |
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| “     | XII. Hudson Bay Railway—Map showing location from The Pas to Hudson Bay.   |
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| “     | XXIII. New Welland Ship Canal: proposed route.   |
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| “     | XXXI. Trent Canal—Lower entrance to Locks 16 and 17, Ontario—Rice Lake division.<br>Trent Canal—Lower entrance to lock at Hastings.  |
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| “     | XXXIII. Trent Canal—Lakefield—Balsam Lake division up stream view of new Burleigh Falls dam.<br>Trent Canal—Lakefield—Balsam Lake division, Burleigh Falls new dam, looking north. |
| “     | XXXIV. Trent Canal—Crow River Weir. Submerged dam.   |
| “     | XXXV. St. Peter's Canal, Cape Breton—Works of improvement in progress.   |
| “     | XXXVI. Prince Arthur's Landing (now Port Arthur) Lake Superior. Arch erected on the wharf to welcome the Governor General Lord Dufferin in 1874.                                   |
| “     | XXXVII. Main street, Winnipeg, 1872. The third shanty on the right was the private office of the Provincial Attorney General.  |





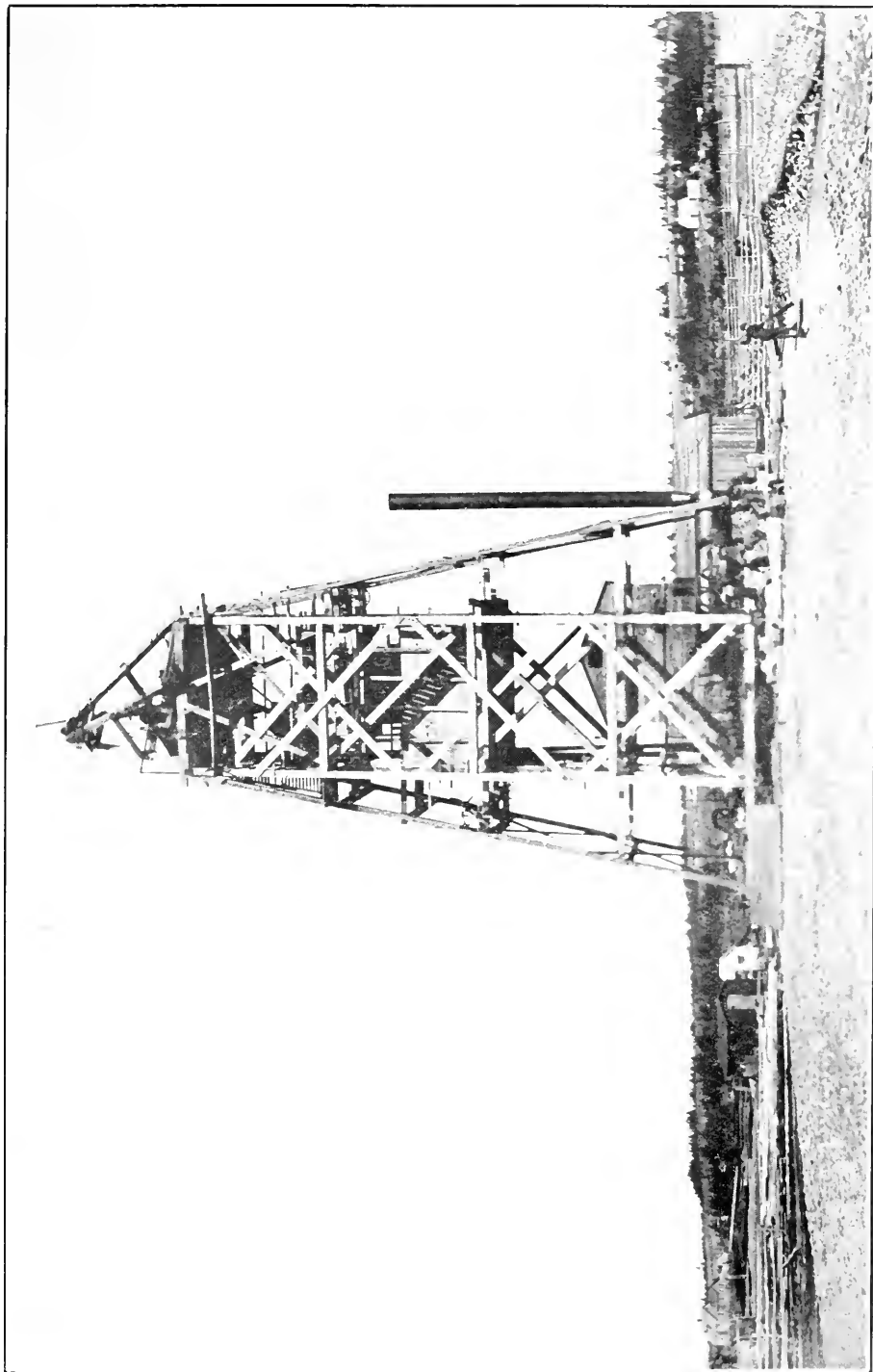
General Offices of the Intercolonial Railway at Moncton, N.B.





Intercolonial Railway—New Station Building at Truro, N.S.





I. C. R. Halifax Terminals. Concrete mixing tower.







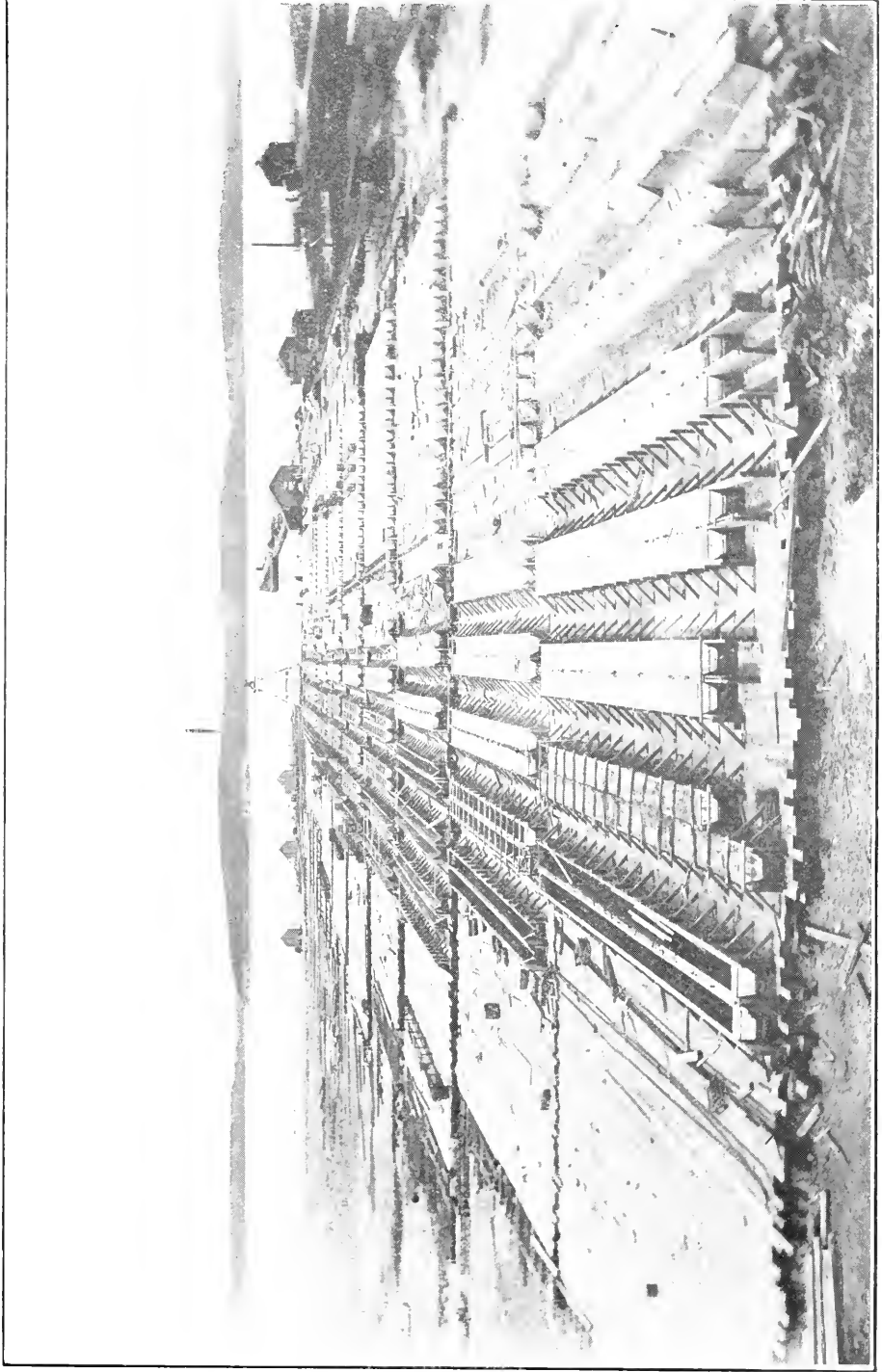
I. C. R. Halifax Terminals—Concrete mixing plant.





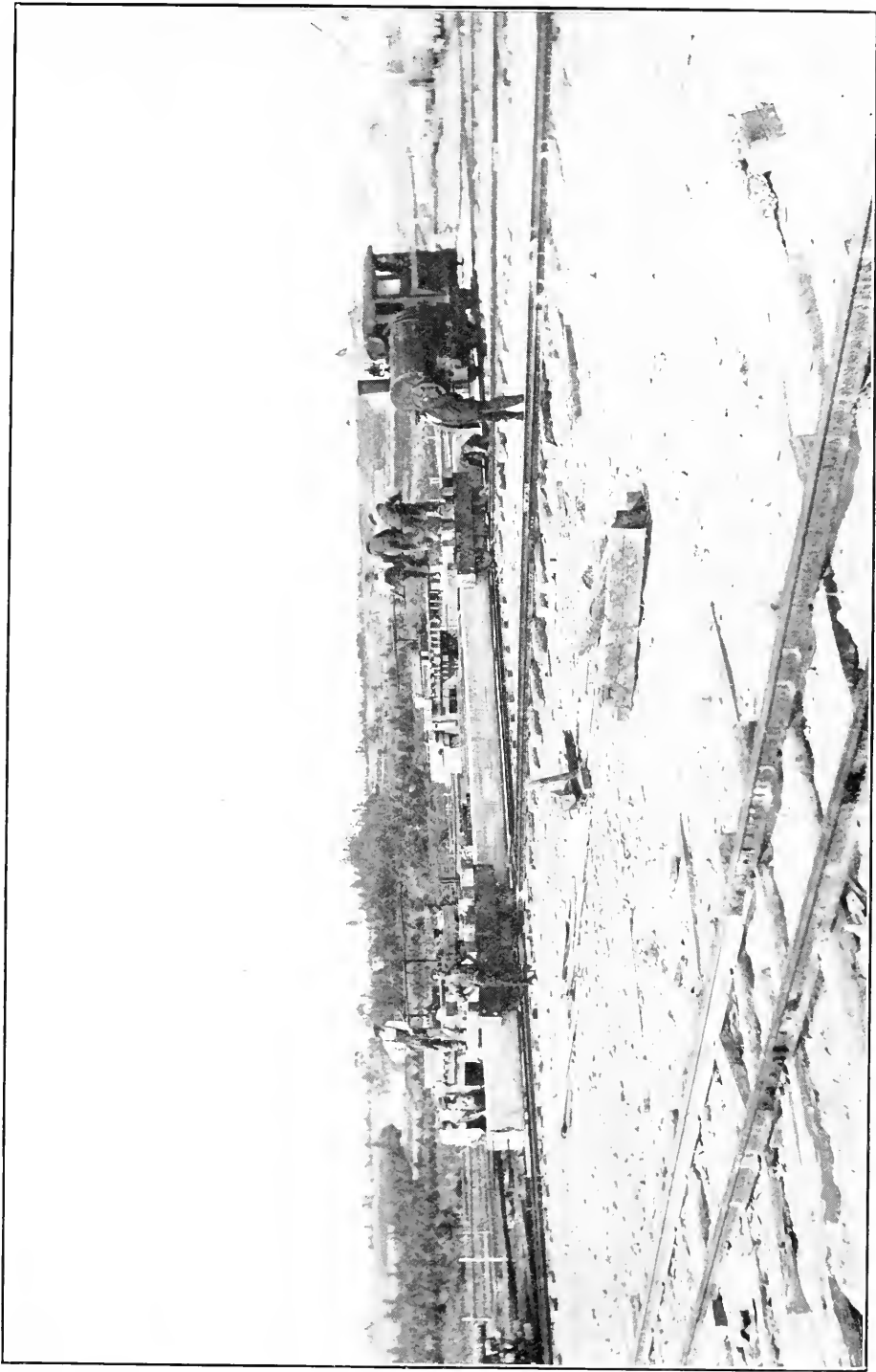
I. C. R. Halifax Terminals—Reinforcement for concrete piles.





I. C. R. Halifax Terminals—Contractors' concrete pile-making yard.

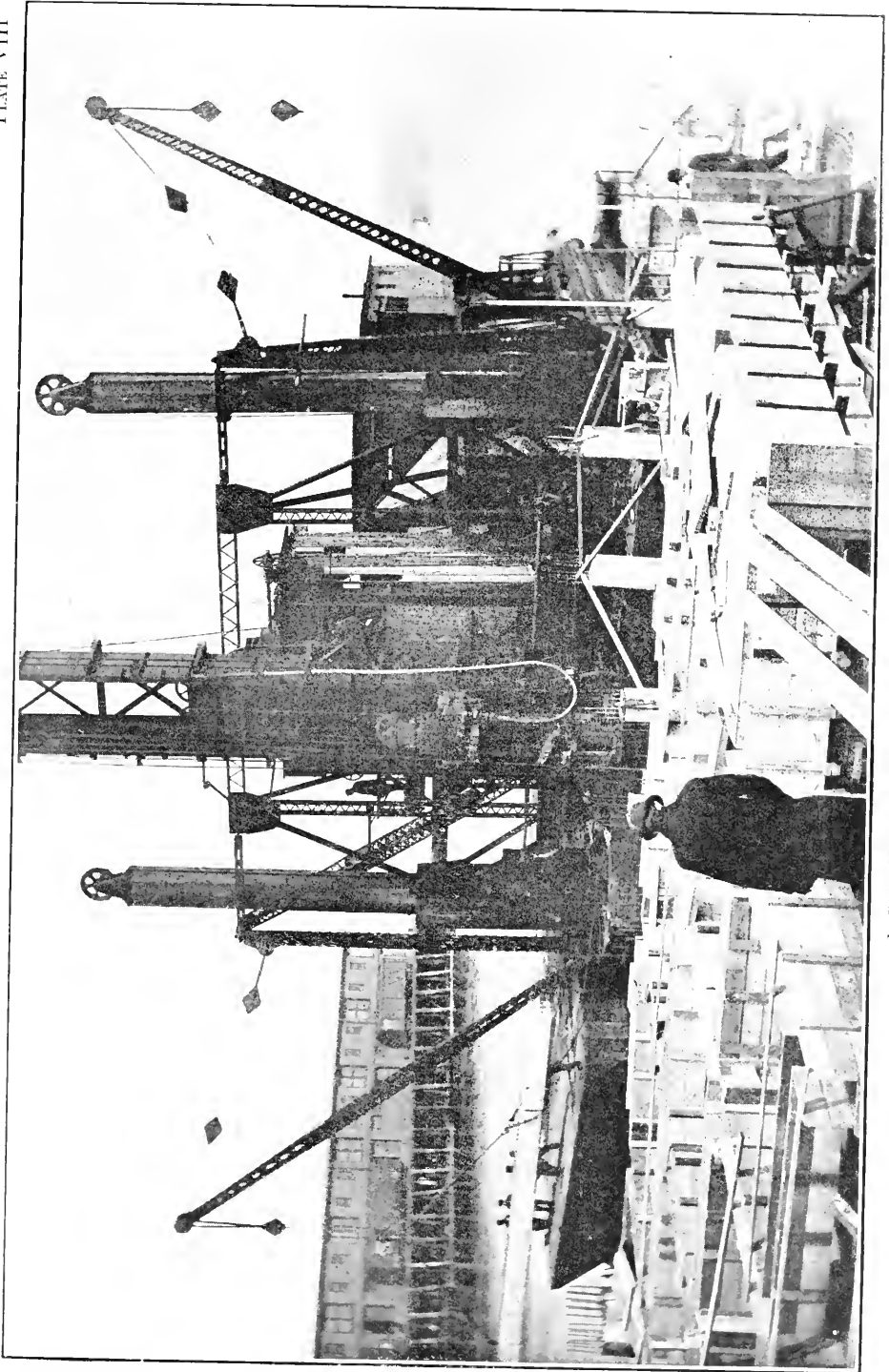




I. C. R. Halifax Terminals—Conveying concrete piles.

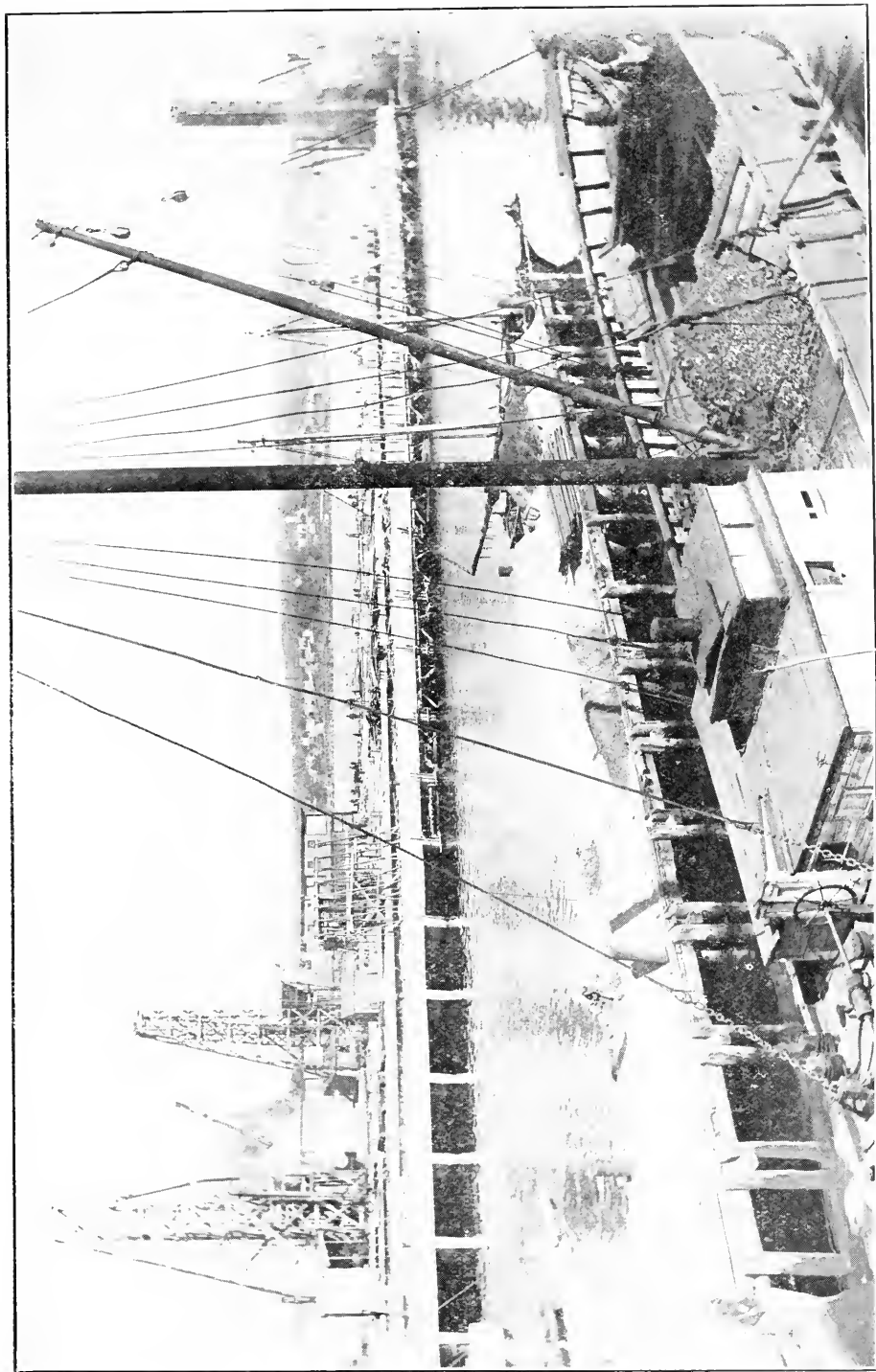






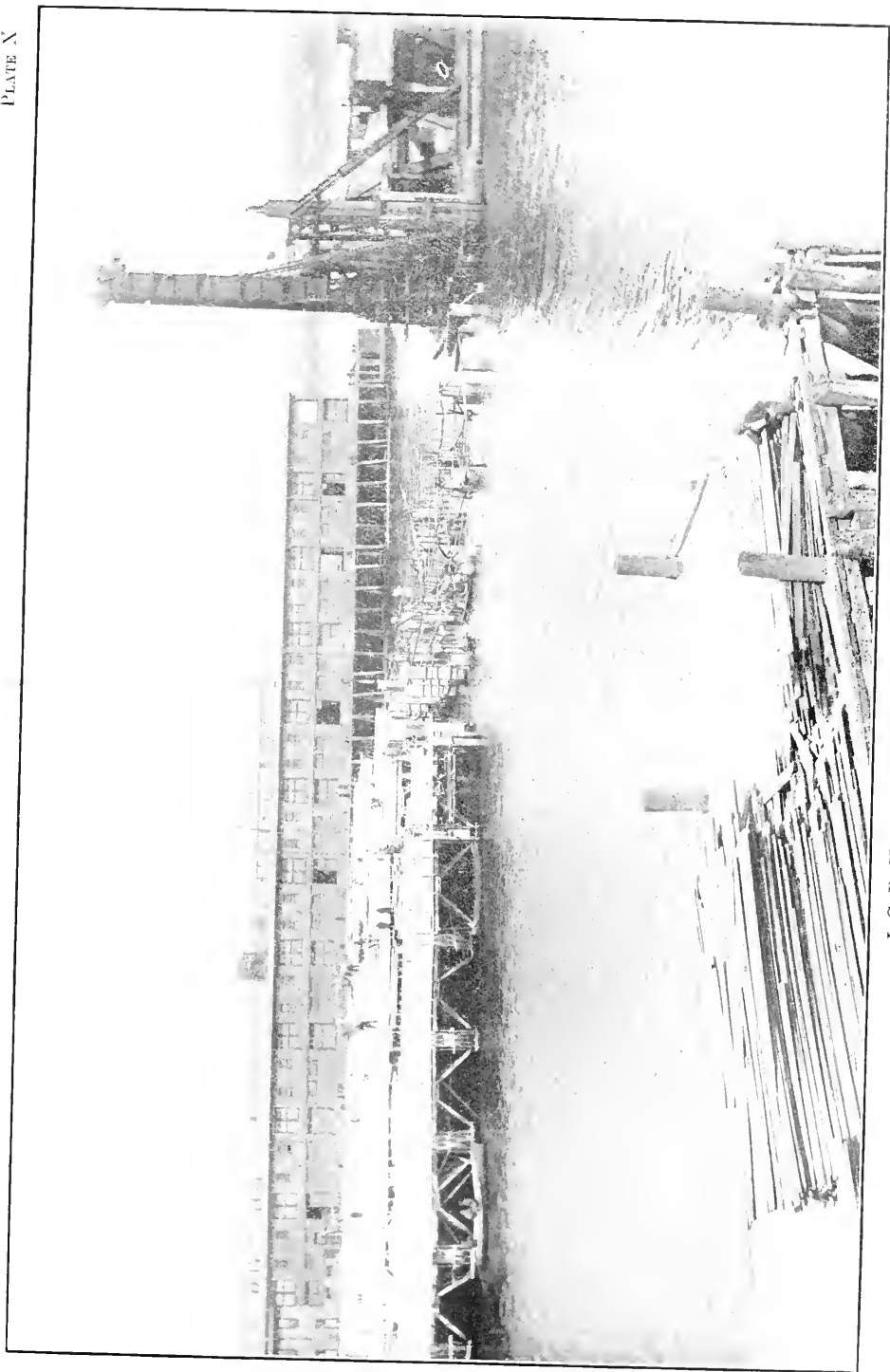
I. C. R. Halifax Terminals—Pile-driving and form work.





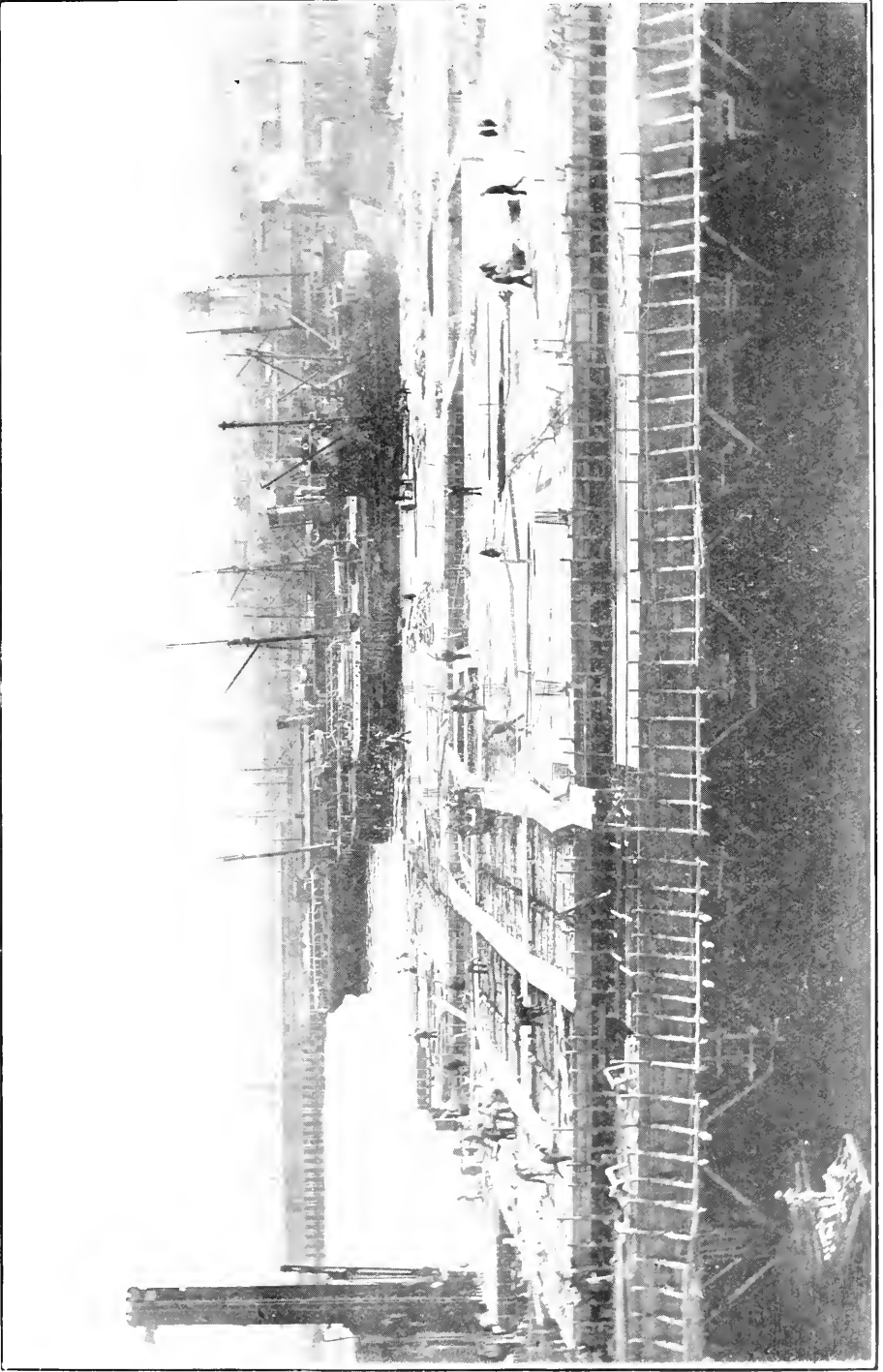
I. C. R. Halifax Terminals—View of pier, No. 2, looking north.





I. C. R. Halifax Terminals-- Pier No. 2, looking north.

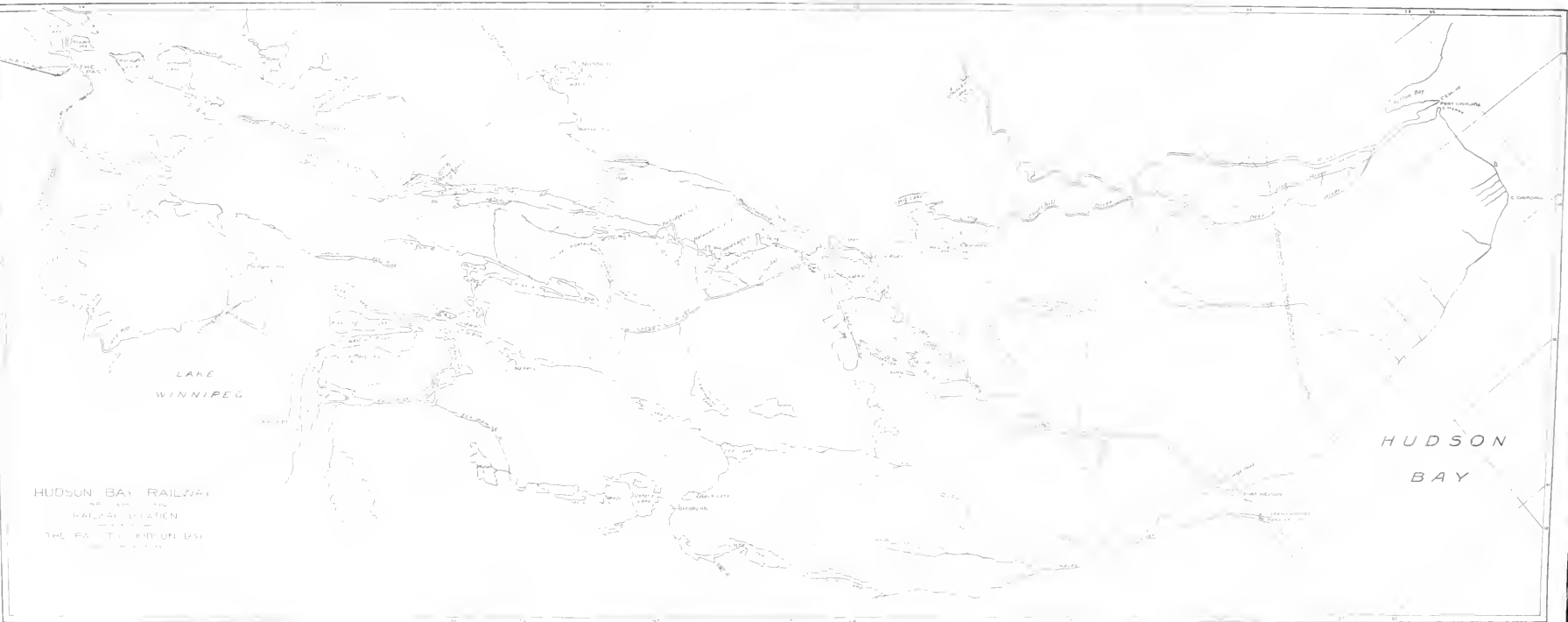




I. C. R. Halifax Terminals--Pier No. 2, looking south.







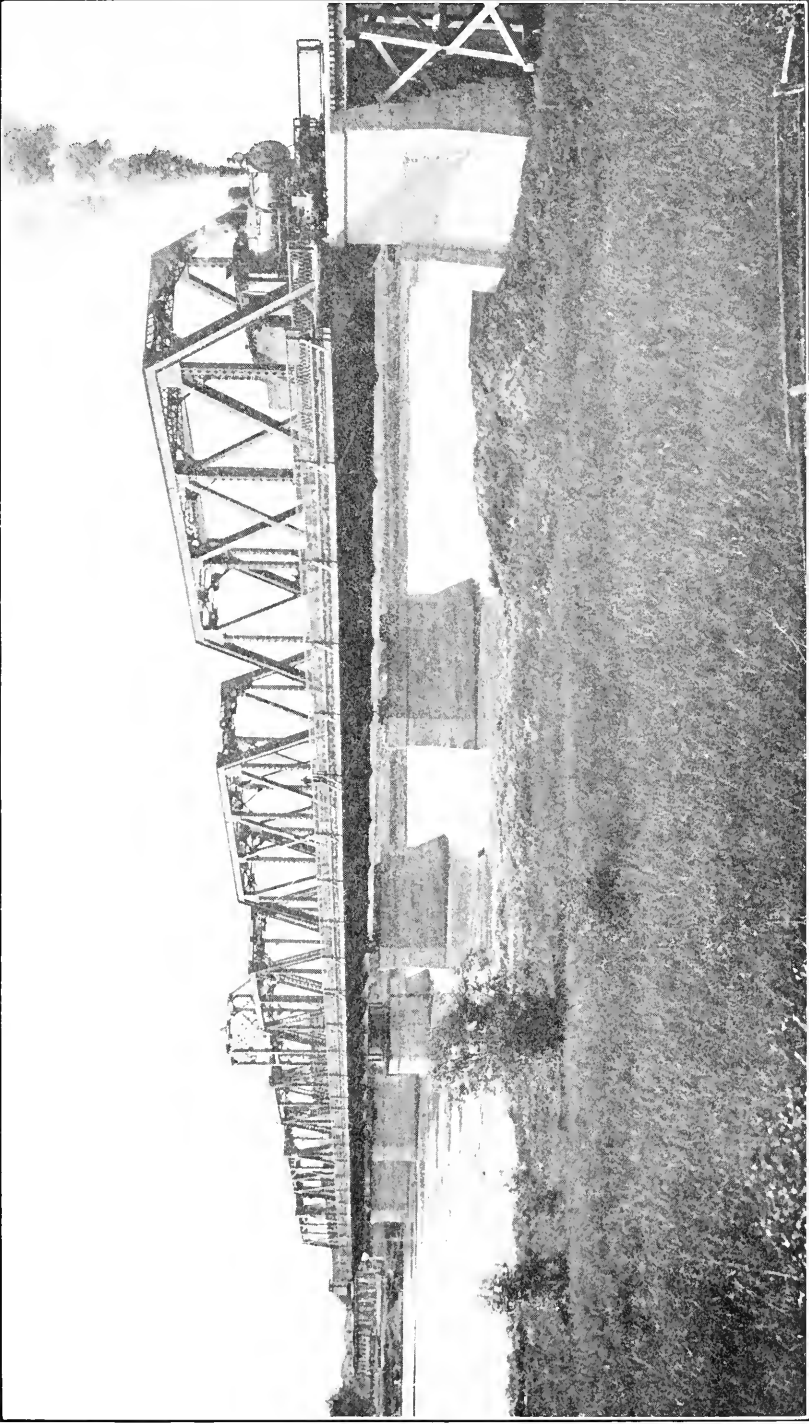
LAKE  
WINNIPEG

HUDSON  
BAY

HUDSON BAY RAILWAY  
AND THE  
RAILWAY LOCATION  
THE RAIL TO HUDSON BAY

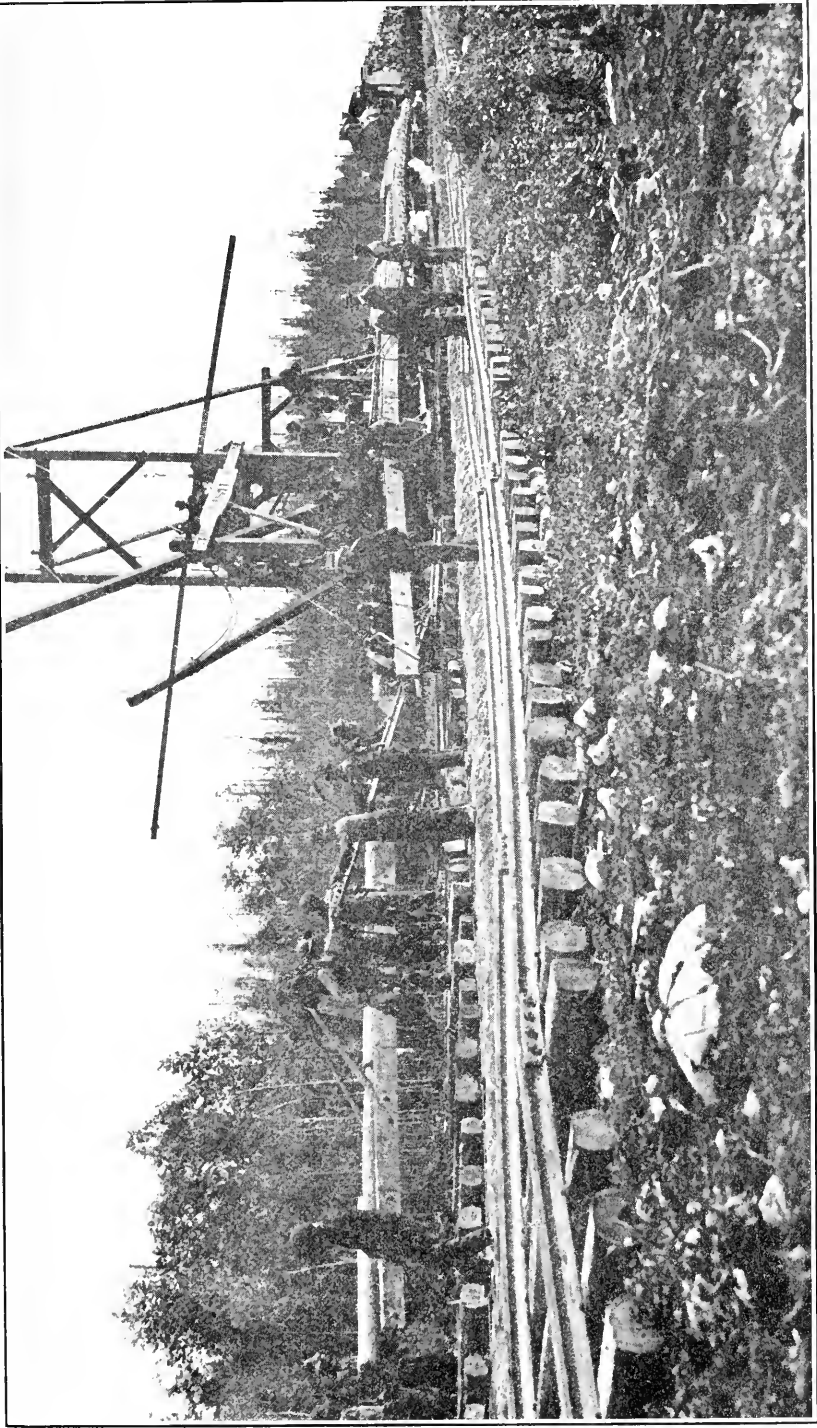
PORT HENRI  
LAKESHORE





Hudson Bay Railway—Bridge across the River Saskatchewan at the Pas.





Hudson Bay Railway—Track laying from car.





Hudson Bay Railway—Log house camp Port Nelson.



Hudson Bay Railway—Dining camp, Port Nelson.







Hudson Bay Railway - Stockhouse at Port Nelson.





Hudson Bay Railway—Material yard, Port Nelson.

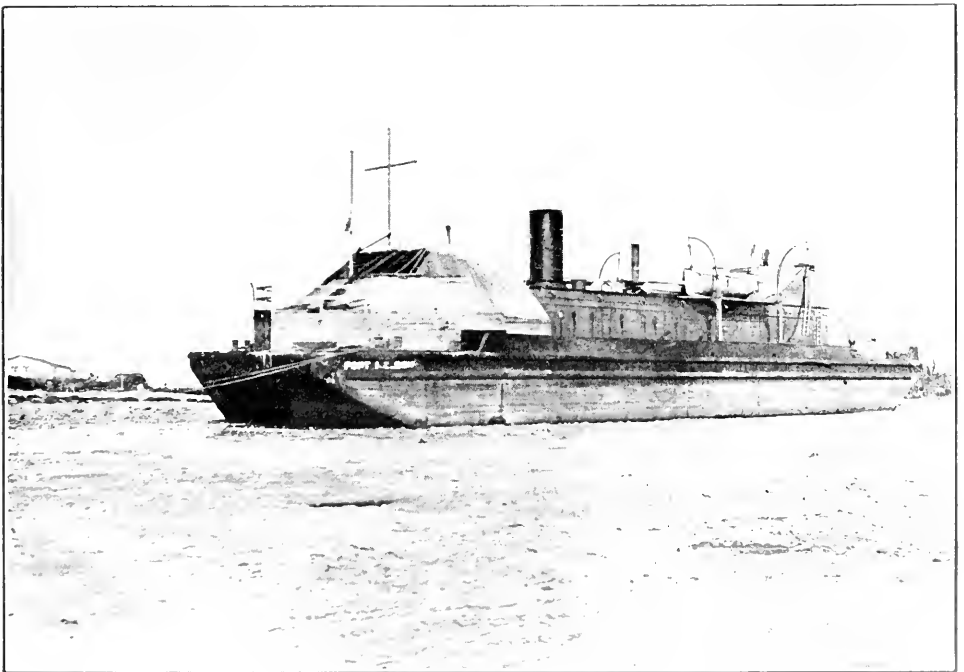


Hudson Bay Railway—Landing materials and supplies at the wharf, Port Nelson.



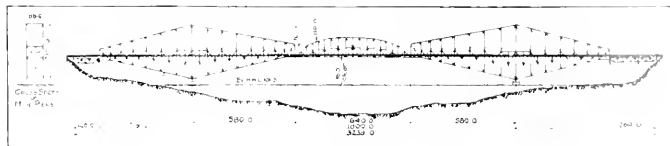
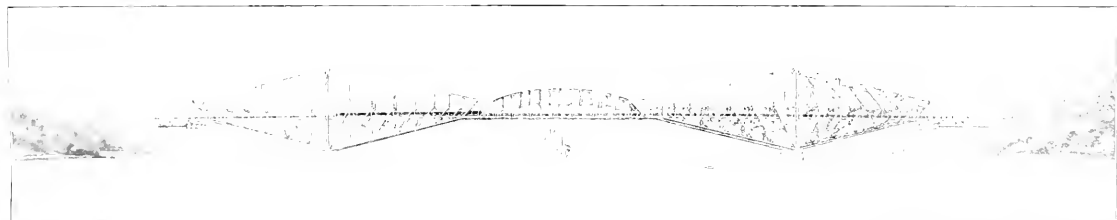


Hudson Bay Railway—Lighter at temporary wharf, Port Nelson.



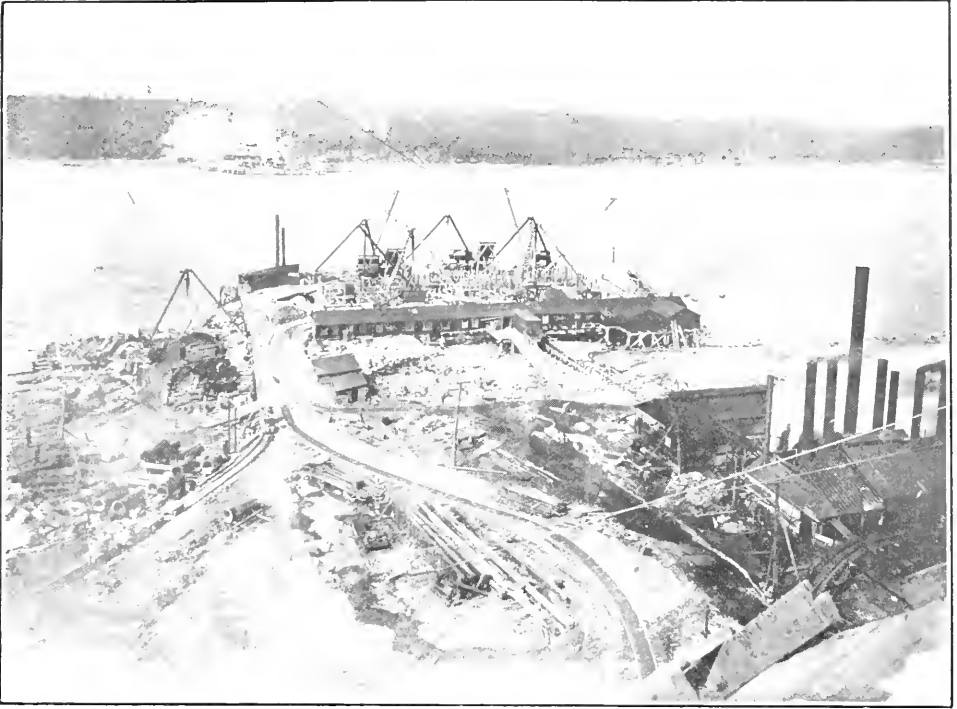
Hudson Bay Railway—Suction dredge at Port Nelson, Hudson Bay.



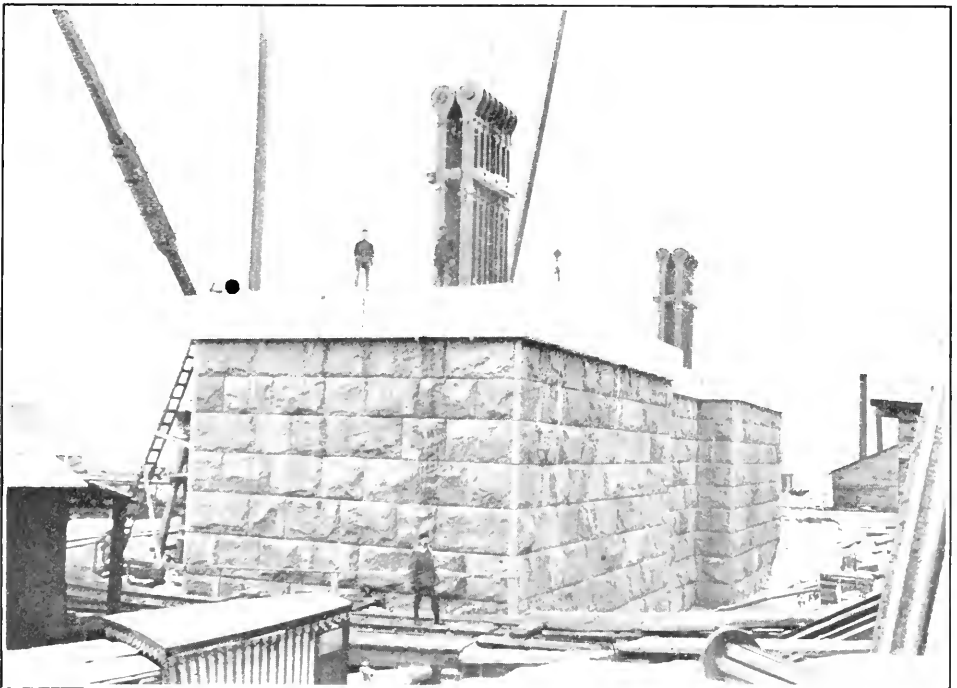








Quebec Bridge — General view of plant on south shore.

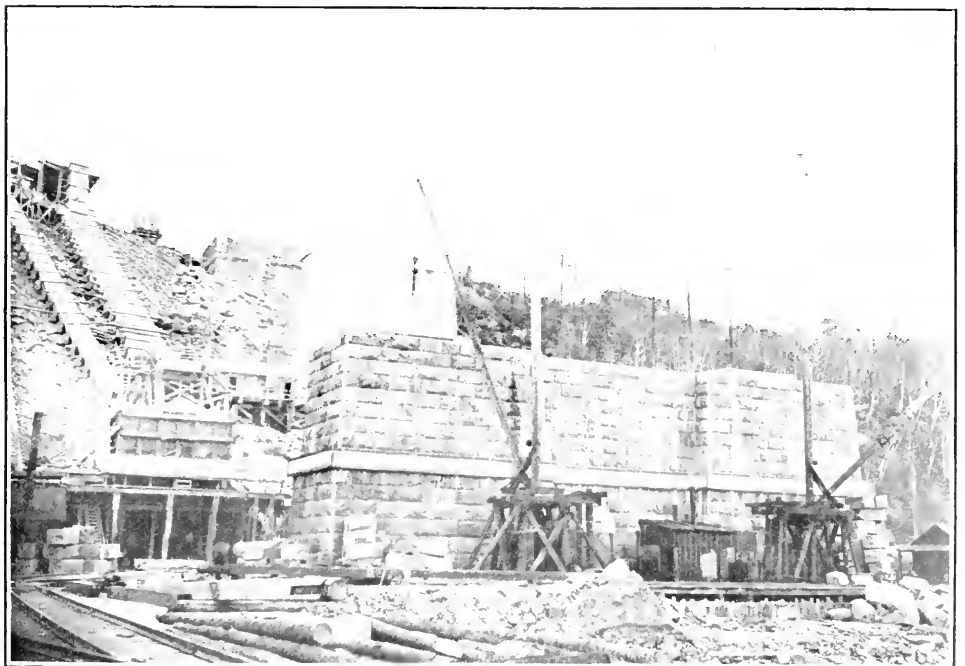


Quebec Bridge — North anchor pier, showing anchorage eye bars extending above pier.





Quebec Bridge—North anchor pier and plant about north main pier.

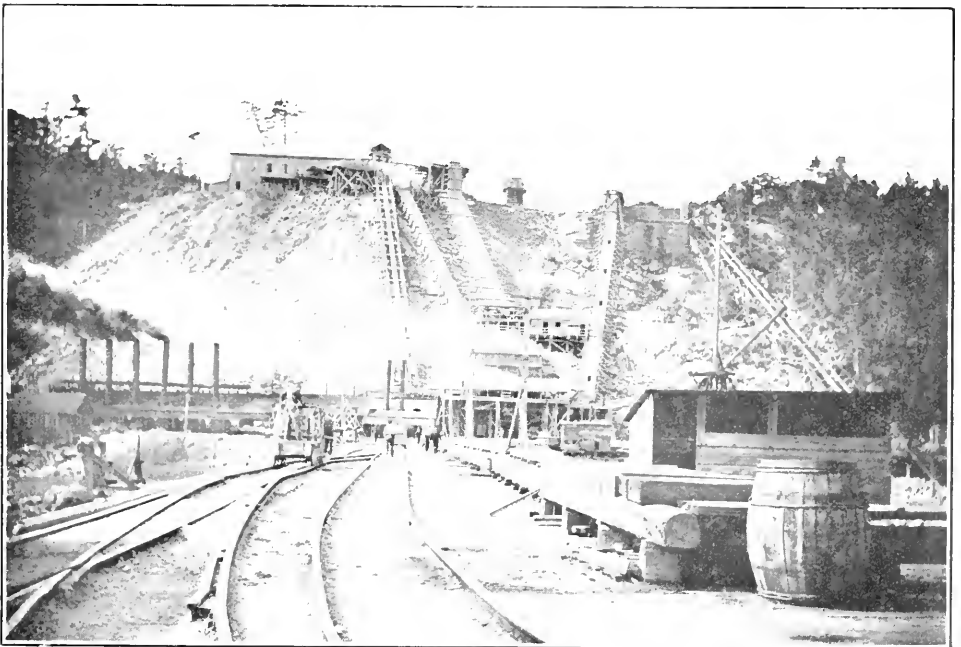


Quebec Bridge—North anchor pier and north intermediate pier.





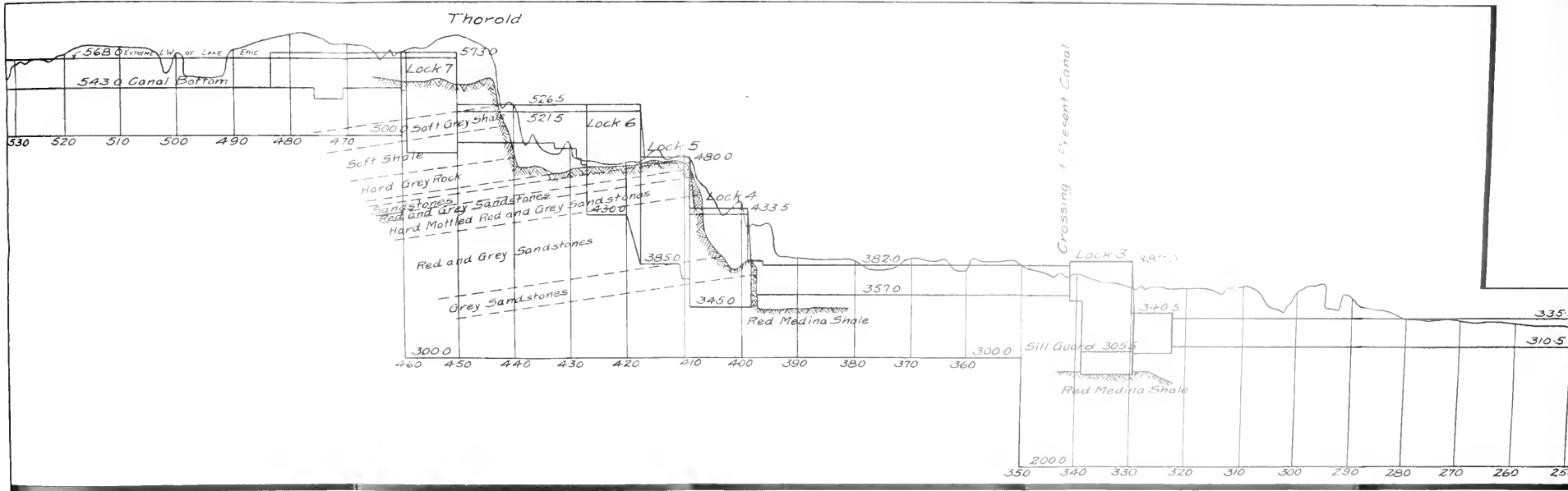
Quebec Bridge - North main pier in course of construction.



Quebec Bridge - Boiler, compressor and mixing plants, north side.

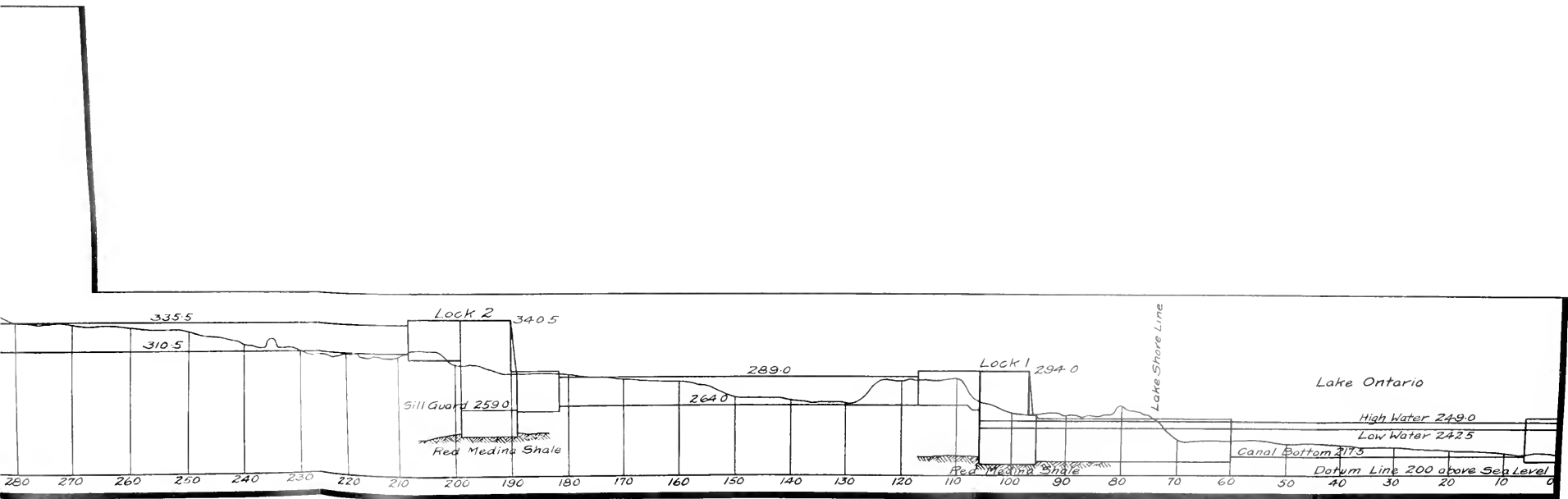






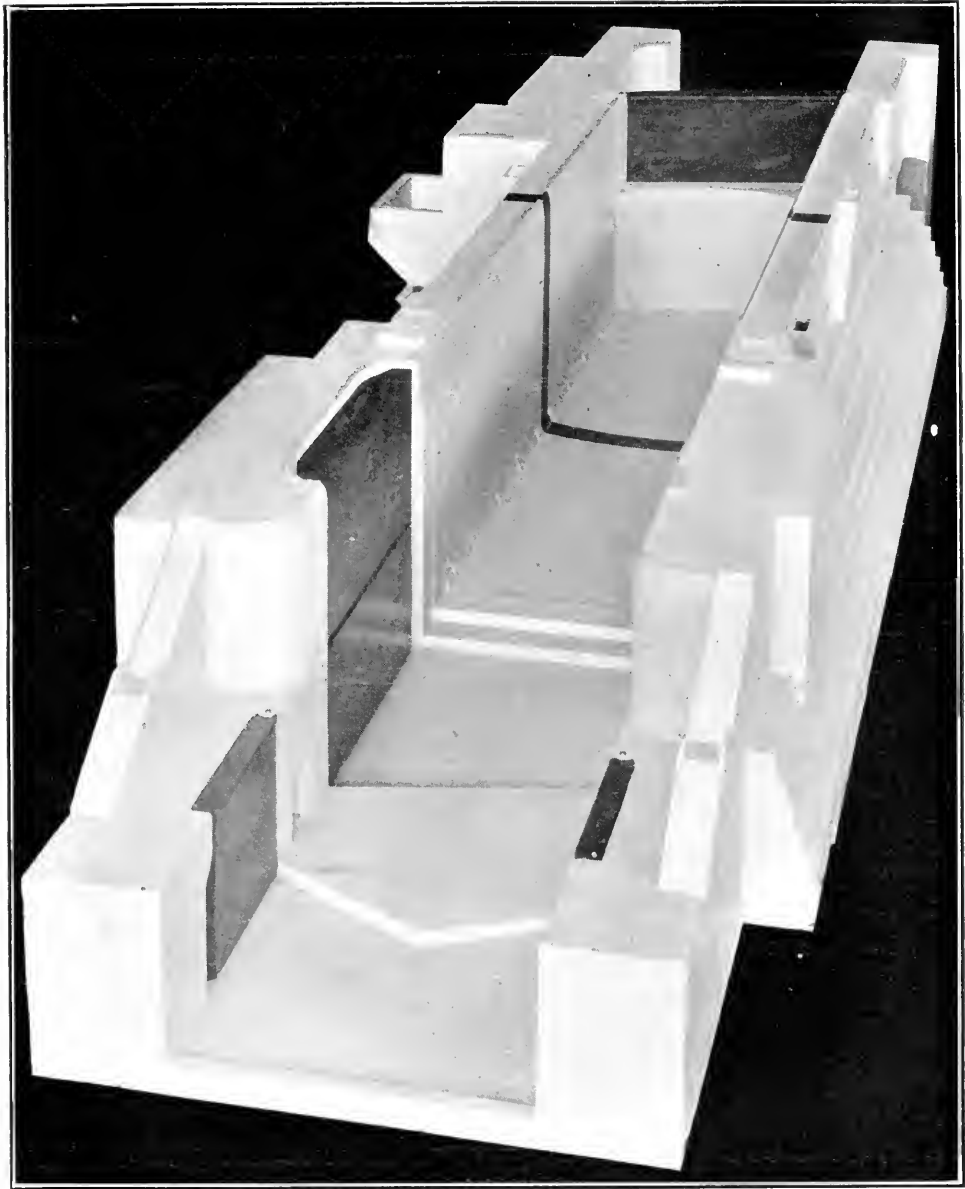
PROFILE OF LOCK SECTION OF NEW WELL





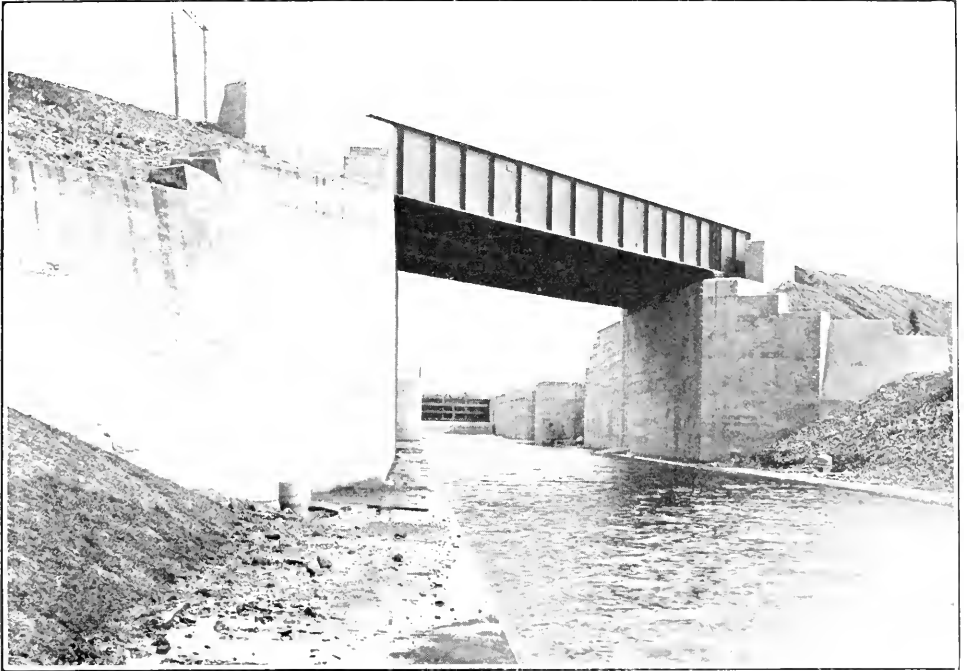
SECTION OF NEW WELLAND SHIP CANAL





New Welland Ship Canal—Model of Lock No. 1, upper and lower entrances. The middle portion (460 feet) is omitted.



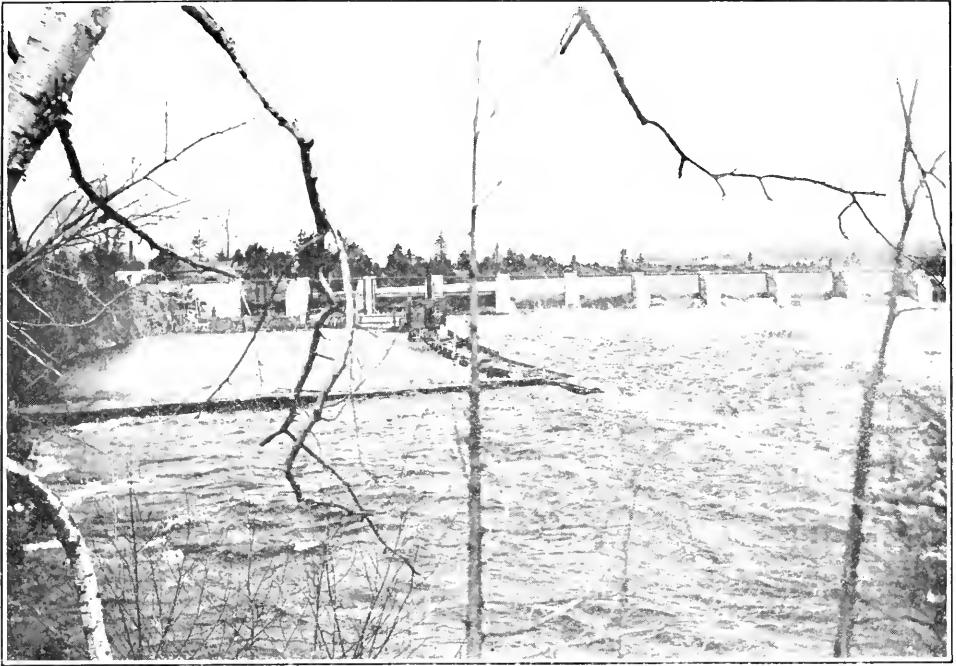


Trent Canal - G. T. R. bridge over canal at Trenton.

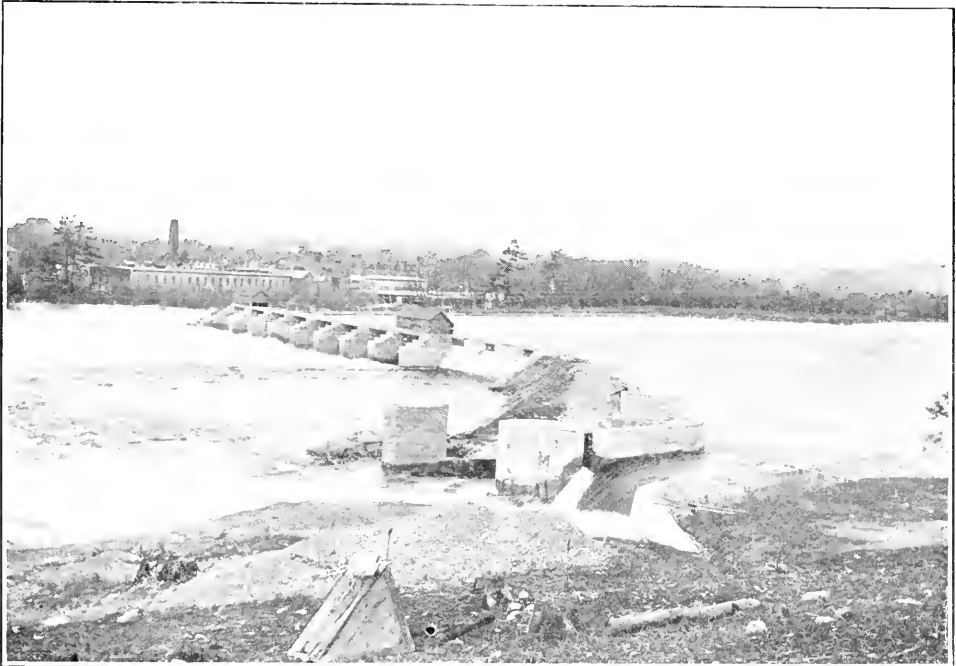


Trent Canal - Dam No. 1, Ontario - Rice Lake Division.





Trent Canal, Ontario— Rice Lake division dam 5, with coffer dam for power house.



Trent Canal — Dam No. 6, Ontario— Rice Lake division.



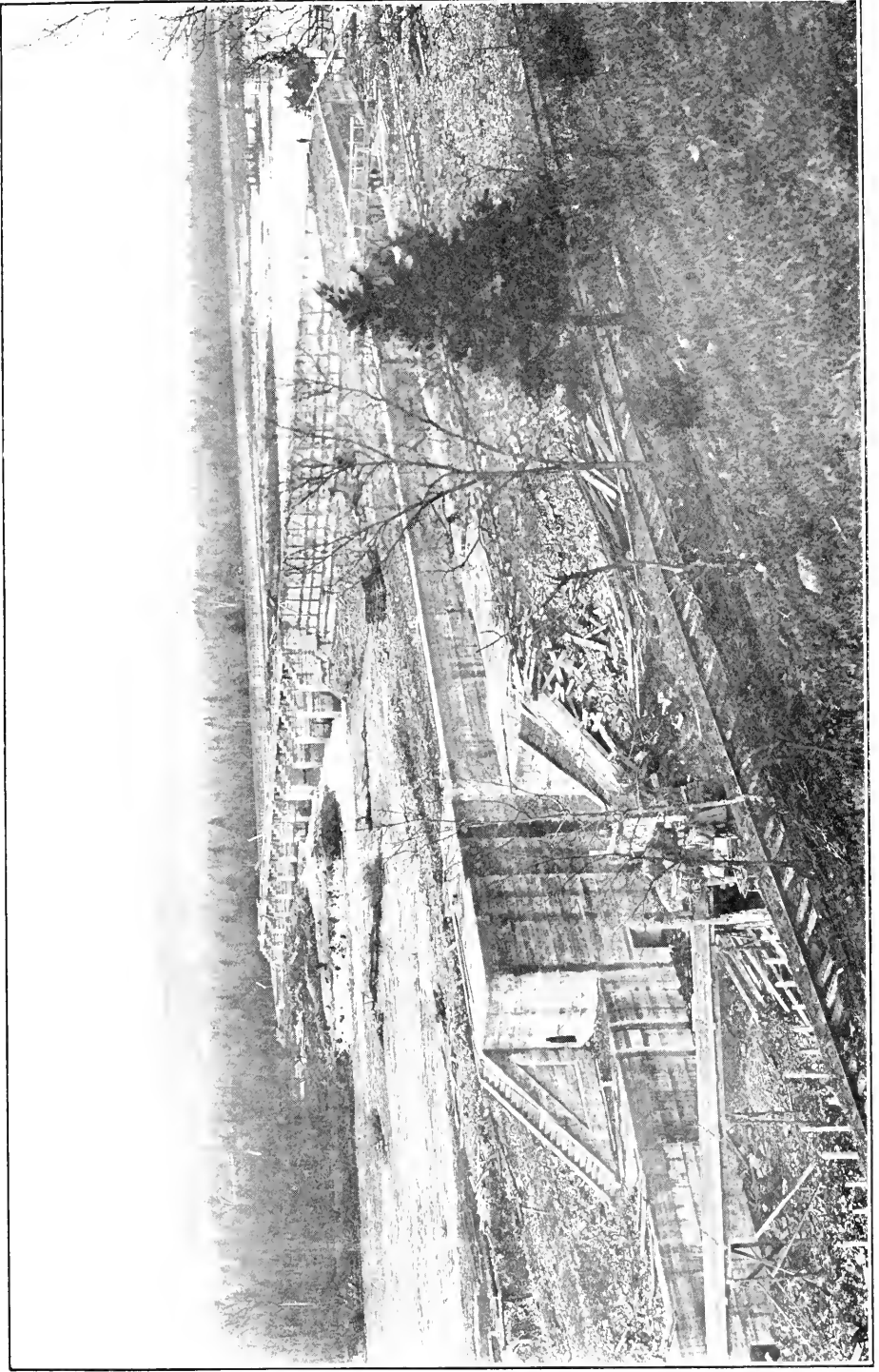


PLATE XXVIII



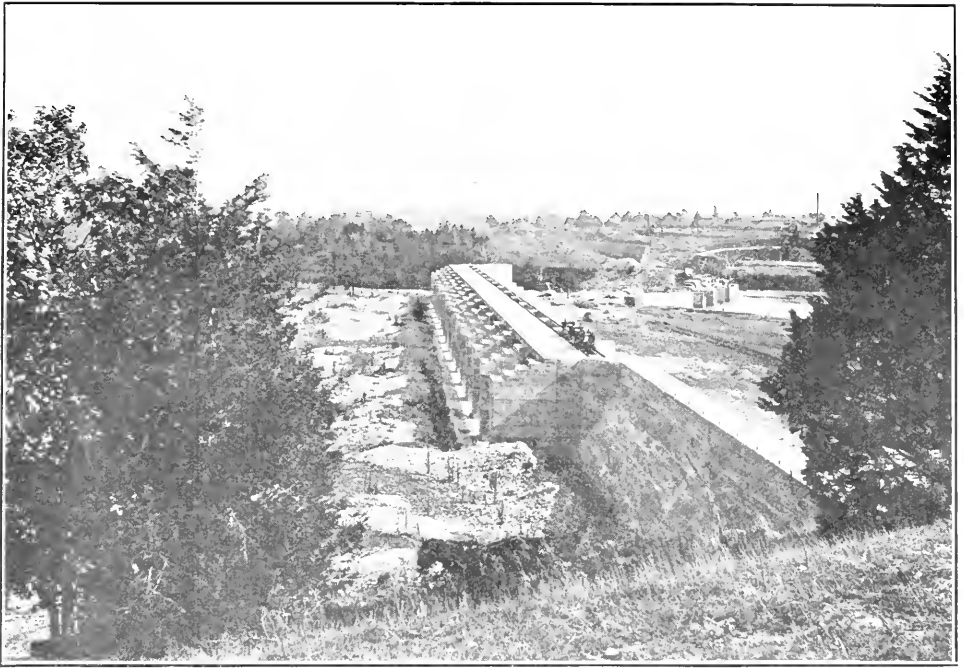
Trent Canal, Ontario—Rice Lake division, looking up stream at Lock No. 3, from Glen Miller bridge.



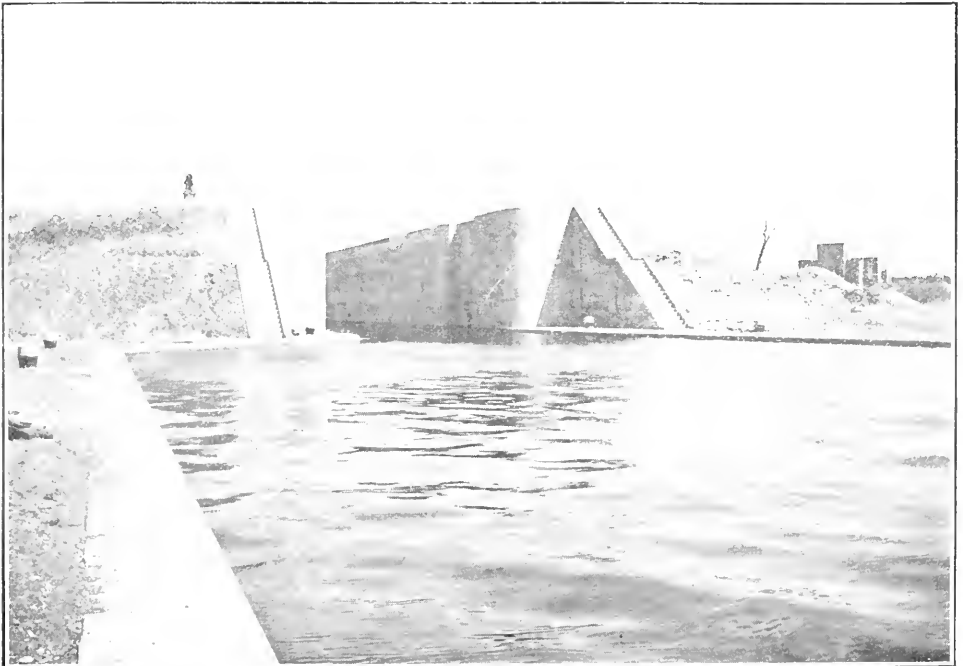


Trent Canal—Section 4, Ontario—Rice Lake division, Lock 8 and dam 9; under construction.



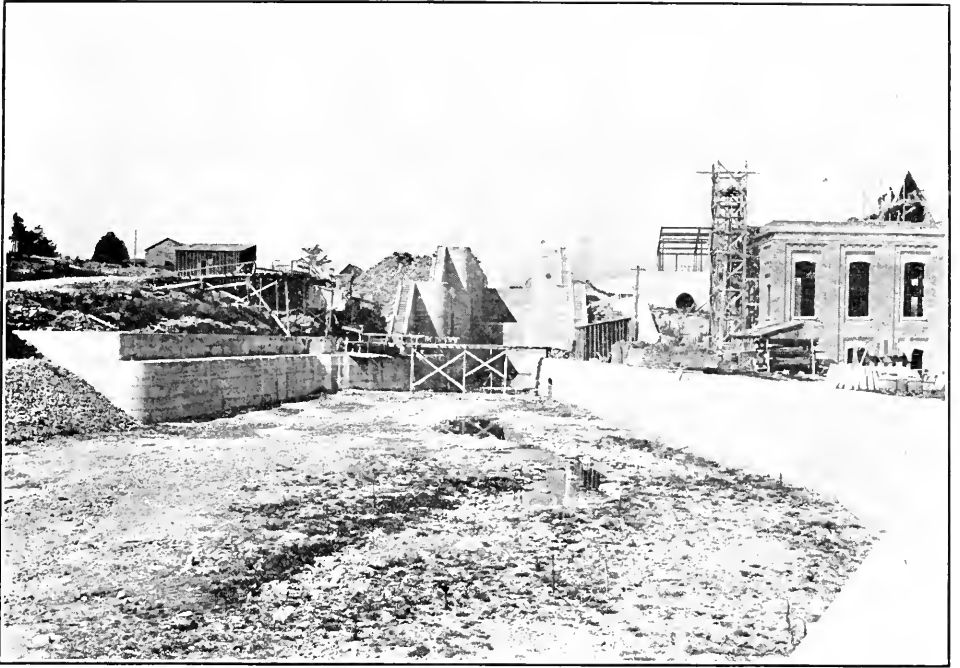


Trent Canal—Ontario—Rice Lake division, section 6, looking south east at dam 14—Healey Falls is immediately below this dam.



Trent Canal—Lower entrance to Lock No. 13, Ontario—Rice Lake division.





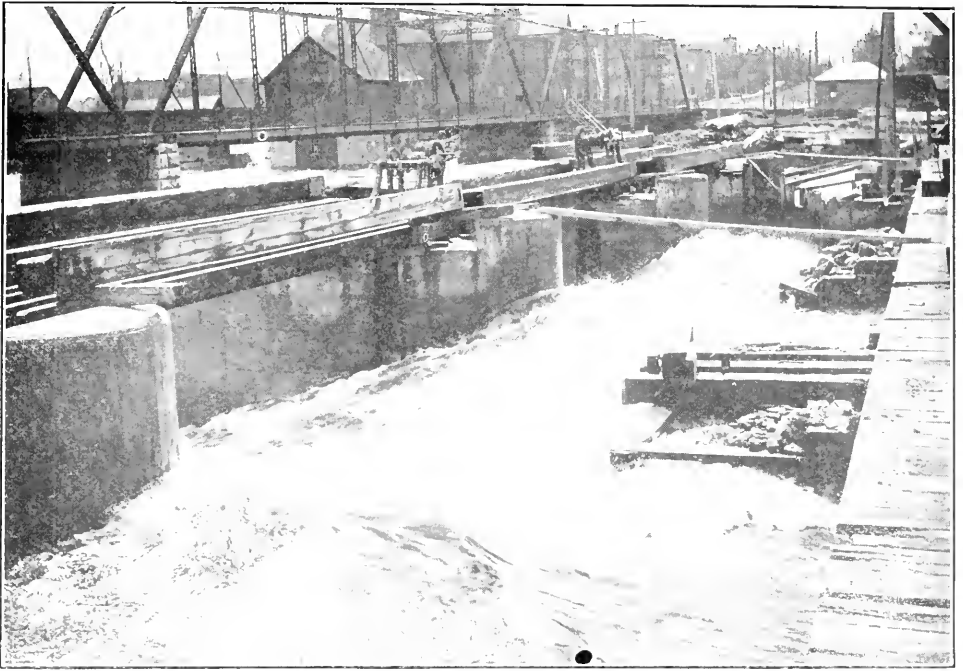
Trent Canal - Lower entrance to Locks 16 and 17, Ontario - Rice Lake division.



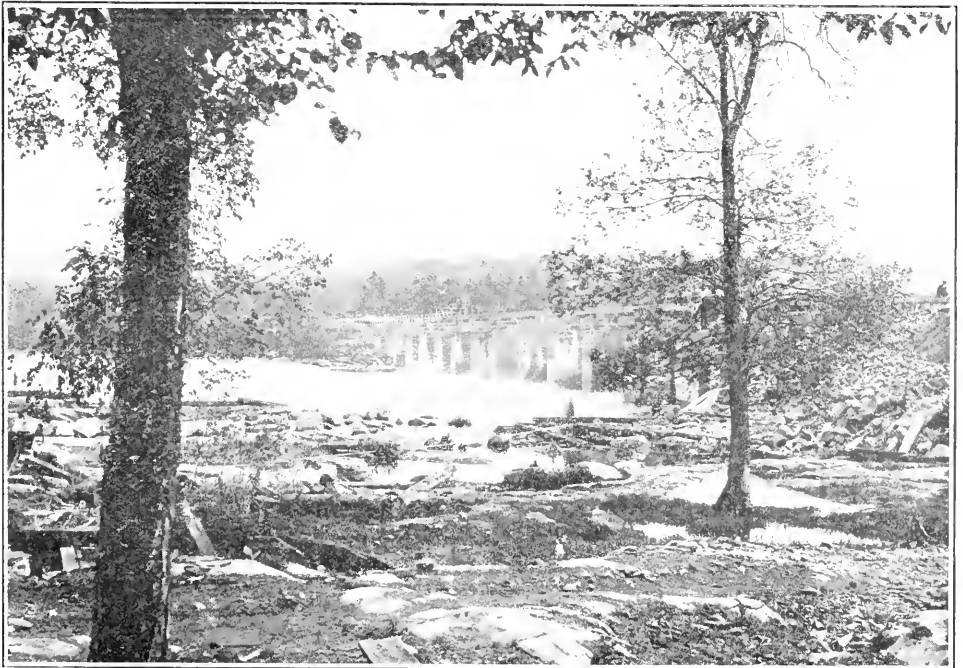
Trent Canal - Lower entrance to lock at Hastings.







Trent Canal - Ontario - Rice Lake division, new dam at Hastings from north end of old dam.

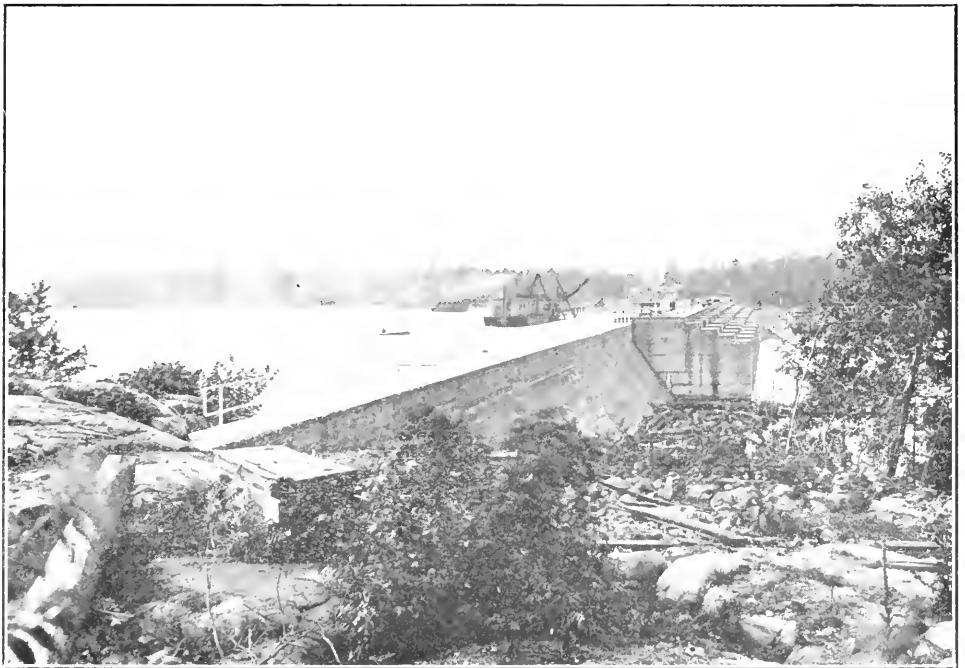


Trent Canal - Down stream view of Burleigh Falls new dam.





Trent Canal—Lakefield—Balsam Lake division. Up stream view of new Burleigh Falls dam.



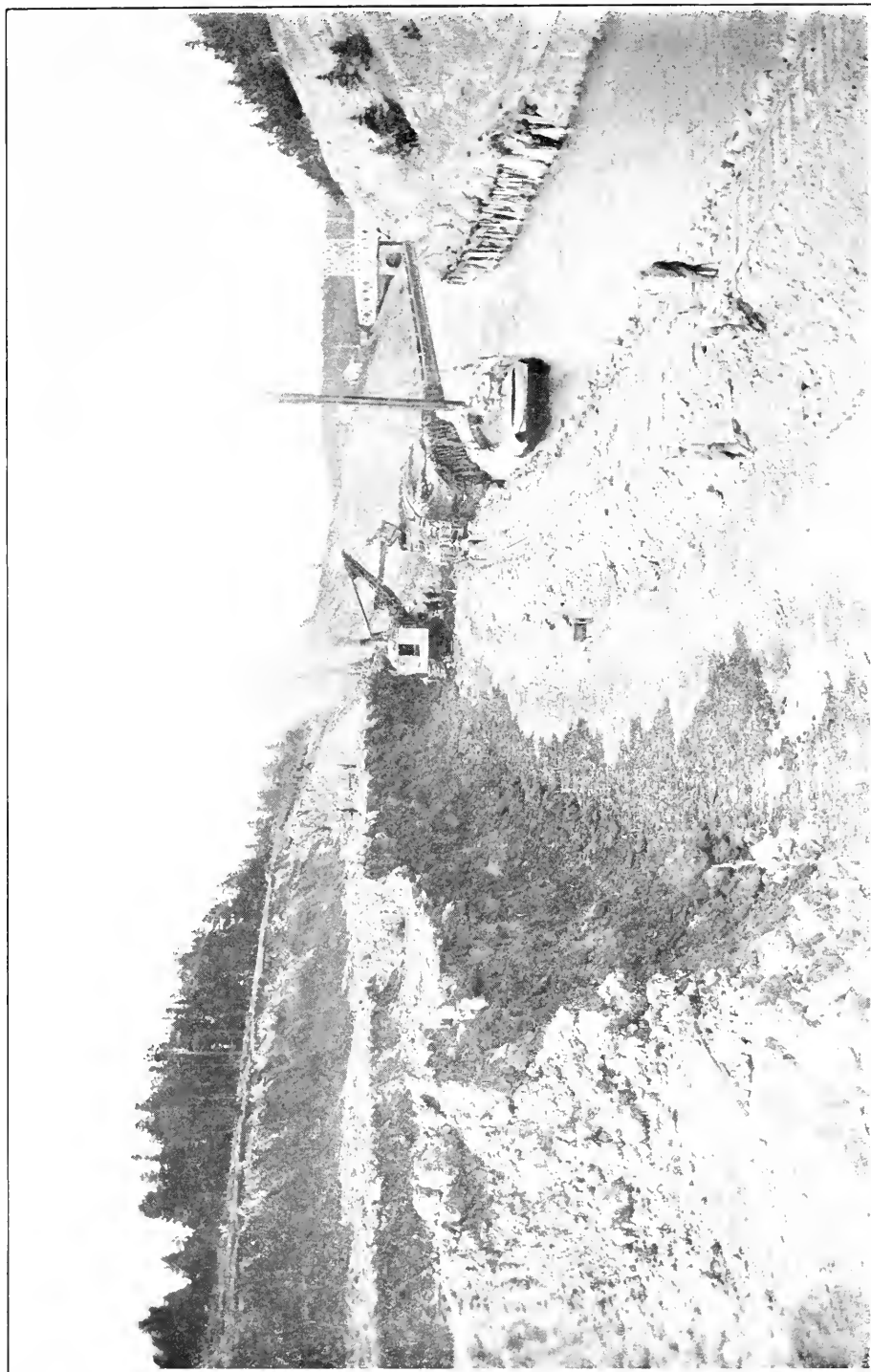
Trent Canal—Lakefield—Balsam Lake division, Burleigh Falls new dam, looking north.





Trent Canal—Crow River Weir. Submerged dam.





St. Peter's Canal, Cape Breton. Works of improvement in progress.







Prince Arthur's Landing (now Port Arthur) Lake Superior. Arch erected on the wharf to welcome the Governor General, Lord Dufferin, in 1874.



Main street, Winnipeg, 1872. The third shanty on the right was the private office of the Provincial Attorney General.



DEPARTMENT OF RAILWAYS AND CANALS

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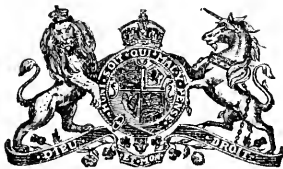
# CANAL STATISTICS

FOR THE

## SEASON OF NAVIGATION

### 1913

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OTTAWA

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EXCELLENT MAJESTY

1914



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

MAY IT PLEASE YOUR ROYAL HIGHNESS,—

The undersigned has the honour to present to your Royal Highness Canal Statistics for the year ended December 31, 1913.

All of which is respectfully submitted.

F. COCHRANE,

*Minister of Railways and Canals.*



To the Honourable F. COCHRANE,  
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the operations of the Canals of the Dominion for the year ended December 31, 1913.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,  
*Deputy Minister of Railways and Canals.*





OFFICE OF THE COMPTROLLER OF STATISTICS.  
OTTAWA, 20th JAN. 1914.

A. W. CAMPBELL, Esq., C. E.,  
Deputy Minister of Railways and Canals.

Sir,—I have the honour to submit herewith Canal Statistics for the year ended December 31, 1913.

The volume of traffic through the canals of Canada during the year 1913 aggregated 52,053,913 tons as compared with 47,587,245 in 1912. The increment of 4,466,668 tons was equal to 9.4 per cent.

The total traffic for 1913 was distributed among the various canals as follows:

—	Tons.	Increase.	Decrease.
Sault Ste. Marie.....	42,699,324	3,029,669	
Welland.....	3,570,714	718,799	
St. Lawrence.....	4,302,427	825,239	
Chambly.....	555,602		62,813
St. Peters.....	71,514		3,295
Murray.....	180,576	10,495	
Ottawa.....	365,438		26,912
Rideau.....	171,223	11,090	
Trent.....	55,800		21,350
St. Andrews.....	81,295		14,254
Total.....	52,053,913	4,595,292	128,624

It should be understood, that the foregoing figures do not give the net tonnage. They represent the aggregate of the traffic which passed through all the canals, and it happens that a cargo may pass through two or more canals. From the analysis made in the Department it may be said that the traffic of 1913, after eliminating duplication, involved a net tonnage of 44,901,804, of which 6,654,311 tons were of Canadian origin.

On the basis of gross traffic the following table will show the growth since 1904:—

1904.....	8,256,236 Tons.
1905.....	9,371,744 "
1906.....	10,523,185 "
1907.....	20,543,639 "
1908.....	17,502,820 "
1909.....	33,720,748 "
1910.....	42,990,608 "
1911.....	38,030,353 "
1912.....	47,587,245 "
1913.....	52,053,913 "

The increase of traffic through the canals of Canada for the decade was equal to 530 per cent.

For purposes of comparison, the following table will show upon what canals the growth has taken place during the past five years:—

	1909.	1910.	1911.	1912.	1913.
Sault Ste. Marie.....	27,861,245	36,395,687	30,951,709	39,669,655	42,699,324
Welland.....	2,025,951	2,326,290	2,537,629	2,851,915	3,570,714
St. Lawrence.....	2,410,629	2,760,752	3,105,708	3,477,188	4,302,427
Chambly.....	752,117	669,299	599,829	618,415	555,602
St. Peters.....	79,850	85,951	75,298	74,809	71,514
Murray.....	102,291	177,941	163,457	170,081	180,576
Ottawa.....	336,939	385,261	320,071	392,350	365,438
Rideau.....	91,774	134,881	172,227	160,133	171,223
Trent.....	59,952	46,263	57,290	77,150	55,800
St. Andrew's.....		8,283	47,135	95,549	81,295

Details of traffic, showing the tonnage of commodities, will be found in tables constituting the body of this report. Comparing the years 1912 and 1913, following was the tonnage by classes and canals:—

Canals.	Agricultural Products.	Animal Products.	Manu- factures.	Products of Forest.	Products of Mines.	Total.
1912.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Sault Ste. Marie.....	4,530,792	372	975,303	54,114	34,109,074	39,669,655
Welland.....	1,205,912	678	625,569	227,684	792,072	2,851,915
St. Lawrence.....	1,119,567	9,375	464,091	578,760	1,305,395	3,477,188
Chambly.....	19,706	338	11,600	425,313	161,458	618,415
St. Peter's.....	15,427	2,936	7,583	11,161	37,642	74,809
Murray.....	448	37	101,511	706	67,379	170,081
Ottawa.....	5,278	2,880	20,958	226,600	136,634	392,350
Rideau.....	3,995	3,151	18,814	28,642	195,531	160,133
Trent.....	2,514	361	3,459	67,489	3,327	77,150
St. Andrew's.....	37		60	14,153	81,299	95,549
Total.....	6,903,676	20,188	2,228,948	1,634,622	36,799,811	47,587,245
1913.						
Sault Ste. Marie.....	5,253,665	198	733,910	62,958	36,648,593	42,699,324
Welland.....	1,684,967	361	548,373	337,927	999,086	3,570,714
St. Lawrence.....	1,545,775	8,269	460,161	660,226	1,627,996	4,302,427
Chambly.....	13,432	490	20,217	337,331	184,132	555,602
St. Peter's.....	15,935	2,492	8,078	6,301	38,708	71,514
Murray.....	568	13	75,803	55	104,137	180,576
Ottawa.....	2,331	3,657	15,901	186,710	156,839	365,438
Rideau.....	3,437	3,458	15,213	27,331	121,784	171,223
Trent.....	1,840	298	2,414	50,812	436	55,800
St. Andrew's.....	377	65	1,629	9,274	69,950	81,295
Total.....	8,522,327	19,301	1,881,699	1,678,925	39,951,661	52,053,913

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The ratio which each of the foregoing classes bore to the total volume of traffic during the past four years is shown in the following statement:—

	1910.	1911.	1912.	1913.
	Per cent.	Per cent.	Per cent.	Per cent.
Agricultural products.....	10.2	14.2	14.51	16.40
Animal ".....	1.2	.1	.04	.04
Manufactures.....	5.2	6.2	4.68	3.61
Products of forests.....	3.9	4.0	3.43	3.22
" of mines.....	79.5	75.5	77.34	76.73

It will be at once observed that an overwhelming proportion of the traffic through the canals consists of products of the mine. This significant situation will be dealt with under the next heading. It arises entirely from the use made of the Canals of Canada by vessels belonging to the United States.

## CANADIAN AND AMERICAN TRAFFIC.

The public service of Canadian canals must be measured in the light of the nationality of the traffic. The canals are entirely free to the vessels of the United States and Canada. Up to 1909 no record was kept of the origin of cargoes; but since that year it has been possible to separate the business of the United States from that of Canada.

The facts with respect to the tonnage of vessels and of cargoes during the past six years are as follows:—

Year.	Canadian Vessels.		U. S. Vessels.		Freight Tonnage.		
	No.	Tonnage.	No.	Tonnage.	Canadian.	United States.	Total.
1908.....	29,040	6,780,789	7,489	4,835,320	5,012,147	12,190,673	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	9,172,192	10,370	18,231,622	7,792,907	30,237,446	38,030,353
1912.....	27,371	10,237,335	11,785	24,636,190	9,376,529	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

Gathering the foregoing facts with respect to freight tonnage into percentage form, the result is as follows:—

Year.	Canadian Per Cent.	American Per Cent.
1908.....	28.7	71.3
1909.....	21.8	78.2
1910.....	18.3	81.7
1911.....	20.5	79.5
1912.....	19.7	80.3
1913.....	21.3	78.7

These totals and percentages relate entirely to freight tonnage which passed through the canals of Canada. They do not include the traffic which

passed through the American canal at Sault Ste. Marie. At that point vessels passing up and down may take either the Canadian or American canal. When they pass through the Canadian canal a record is taken of the origin of the cargo; but when they pass through the American canal no such record is taken. Hence it is always impracticable to ascertain with exactness the volume of traffic which belongs to Canada. Until the United States takes cognizance of the origin of cargoes this unsatisfactory situation will continue.

A record is kept at the office of the Canadian canal at Sault Ste. Marie, and it was found that for 1913 but 6 per cent of all the freight tonnage which passed through both canals at that important gateway was carried in Canadian vessels.

The overwhelming proportion of American traffic which passes through the canals of Canada arises very largely at Sault Ste. Marie. In 1913 freight to the amount of 42,699,324 tons was transported through the Canadian canal. Of this 4,951,867, or 11.6 per cent, was of Canadian origin. The remainder, equalling 88.4 per cent, was American.

The situation is somewhat improved at the Welland canal. The total tonnage of freight which passed up and down at that point in 1913 was 3,570,714 and of this 2,093,406, or 58.3 per cent, belonged to Canada. Through the St. Lawrence canals 4,302,427 tons of freight were carried, and of this volume 2,837,419 tons were of Canadian origin, or 65.9 per cent. There was a marked betterment at the Welland canal in 1913 as compared with 1912, the proportion of distinctly Canadian business having risen from 54 to 81 per cent.

The character of the traffic at Sault Ste. Marie has a great deal to do with the preponderance of American tonnage. Of the 42,699,324 tons of freight which in 1913 passed through the Canadian canal, 32,445,067 tons consisted of ores, chiefly iron. Practically all of this business was American. If ores had been eliminated, the volume of Canadian business through the Canadian canal in 1913 would have been about equal to the American.

On a succeeding page, in the body of this report, will be found a statement showing the volume and character of the traffic which passed through the American canal at Sault Ste. Marie.

#### TRANSPORTATION OF CANADIAN WHEAT.

The movement of wheat from the head of Lake Superior eastward has become of increasing importance with the rapid development of the Canadian North West. Prior to 1909 the record was not kept in such a way as to separate Canadian wheat from American wheat. Bearing that fact in mind, following is a statement of the volume of wheat which has been brought down through the Canadian canal at Sault Ste. Marie.

	Bushels.
1895.....	4,518,334
1896.....	19,314,234
1897.....	17,925,534
1898.....	9,746,600
1899.....	12,759,634
1900.....	9,292,034
1901.....	9,639,534
1902.....	27,912,500
1903.....	32,233,934
1904.....	29,794,100
1905.....	25,983,100
1906.....	34,389,300
1907.....	49,399,967
1908.....	58,574,034
1909.....	*48,047,833
1910.....	51,774,833
1911.....	63,641,000
1912.....	83,743,034
1913.....	101,066,133

\*For the first time represents Canadian wheat only. The figures of preceding years include American wheat which passed through the Canadian canal.

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There also were brought down through the American canal at Sault Ste. Marie 40,660,766 bushels of Canadian wheat in 1913.

A summary of the facts with respect to Canadian wheat for 1913 might be given in the following form:—

	Bushels.
Through Canadian canal.....	101,066,133
Through American canal.....	40,660,766
Total.....	141,726,899

As compared with 1912 this total shows an increase for 1913 of 31,884,868 bushels.

There were also brought down from the West 1,684,170 barrels of Canadian flour, which, at  $4\frac{1}{2}$  bushels to the barrel, would represent 7,578,765 bushels of wheat. This would bring the final total up to 149,305,664 bushels of Canadian wheat. The aggregate on this basis in 1912 was 123,986,931; so that the net increase, counting wheat and flour together, for 1913 was 25,318,733 bushels.

A careful analysis has been made of the course which Canadian wheat took in 1913 in its transportation by water. In order to make the statement complete, copies of all the ships' reports filed at the office of the American canal at Sault Ste. Marie were procured, and from these the movement of Canadian wheat through that channel was tabulated.

Taking first the facts in relation to the Canadian wheat which passed through the Canadian canal, the distribution in 1913 was as follows:—

	Bushels.
Port Arthur—Fort William to Montreal.....	11,233,133
“ “ Georgian Bay... ..	21,532,134
“ “ Other Canadian Ports.....	25,580,000
“ “ Buffalo.....	39,282,500
Duluth to Montreal.....	437,533
“ Georgian Bay.....	416,067
“ Other Canadian ports.....	281,600
“ Buffalo.....	2,303,166
Total.....	101,066,133

The volume of Canadian wheat which passed through the American canal at Sault Ste. Marie in 1913 was distributed as follows:—

	Bushels.
Port Arthur—Fort William to Montreal.....	717,300
“ “ Georgian Bay... ..	2,916,000
“ “ Other Canadian ports.....	2,465,733
“ “ Buffalo.....	28,419,400
Duluth to Montreal.....	2,798,666
“ Georgian Bay.....	1,189,800
“ Other Canadian ports.....	646,000
“ Buffalo.....	1,507,867
Total.....	40,660,766

Combining the Canadian wheat which passed through the Canadian canal with the Canadian wheat which passed through the American canal the statement for 1913 would be as follows:—

Canadian Wheat.	Bushels.	Per cent.
Port Arthur-Fort William to Montreal.....	11,950,433	8.4
“ “ “ Georgian Bay.....	24,448,134	17.2
“ “ “ Other Canadian ports.....	28,045,733	19.8
“ “ “ Buffalo.....	67,701,900	47.8
Duluth to Montreal.....	3,236,199	2.3
“ “ Georgian Bay.....	1,605,867	1.1
“ “ other Canadian ports.....	927,600	.7
“ “ Buffalo.....	3,811,033	2.7
Total.....	141,726,899	100.0

The “other Canadian ports” referred to in the foregoing statements are ports between Georgian Bay and Lake Ontario.

Cargoes consigned to Kingston are counted as being to Montreal, since Kingston is a port of transfer. The destiny of such cargoes is Montreal.

It will be observed that 45.4 per cent of the Canadian wheat brought down from the North West by water in 1913 clung to wholly Canadian channels.

In order that a comparison may be made with the facts in preceding years, the following table is brought down to the end of 1913:—

Canadian Wheat.	1909.	1910.	1911.	1912.	1913.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal.....	10,517,266	13,185,370	12,761,666	14,929,099	11,950,433
“ “ Georgian Bay.....	13,384,400	12,753,200	9,881,234	19,501,168	24,448,134
“ “ Other Canadian ports.....	10,149,633	9,603,400	11,850,666	20,458,700	28,045,733
“ “ Buffalo.....	12,841,334	15,693,363	27,945,600	44,228,266	67,701,900
Duluth to Montreal.....	520,000	315,000	.....	283,500	3,236,199
“ “ Buffalo.....	528,200	224,500	710,334	5,714,367	3,811,033
“ “ Georgian Bay.....	28,000	.....	461,500	1,418,767	1,605,867
“ “ other Canadian ports.....	79,000	.....	.....	230,000	927,600
“ “ unclassified.....	.....	.....	.....	3,078,164	.....
Total.....	48,047,833	51,774,833	63,641,000	109,842,031	141,726,899
Through American canal.....	9,117,328	5,321,446	1,981,481	.....	.....
Grand total.....	57,165,161	57,096,279	65,622,481	109,842,031	141,726,899

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The following statement of percentages presents the foregoing tables in a convenient form for purposes of comparison:—

Canadian Wheat.	1909.	1910.	1911.	1912.	1913.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Fort William to Montreal.....	21.9	25.5	20.1	13.6	8.4
“ “ Georgian Bay.....	27.9	24.6	15.6	17.8	17.2
“ “ Other Canadian ports.....	21.1	18.5	18.7	18.6	19.8
“ “ Buffalo.....	26.7	30.3	43.8	40.2	47.8
Duluth to Canadian ports.....	1.3	.6	.7	1.7	4.1
“ “ American ports.....	1.1	.5	1.1	5.2	2.7
“ “ unclassified.....				2.9	

The diversion of Canadian wheat to Buffalo-New York, instead of following wholly Canadian channels, is due to several causes. Chief among these is the matter of time. Cargoes are sold for delivery at a foreign port by a specified date, and during the period of pressure in October, November and December, but chiefly in November, the availability of ocean tonnage at New York is a factor rising above freight rates. This question will be dealt with under the next heading.

## FREIGHT RATES BY WATER.

Carriers by water are not placed by law on the same reporting basis as are the railways. Hence special and extraordinary measures have had to be taken in order to gather facts from which the freight rates prevailing on the inland waters of Canada might be ascertained. Such steps were taken for the first time in 1912, and were continued in 1913. They have resulted in the assembling of an exceedingly valuable and useful mass of statistical information. That information has been carefully classified and tabulated. With the co-operation of ship owners the system which was inaugurated in 1912 will be continued. It leaves much, however, to be desired. It would, for example, be most instructive to also have definite and authentic reports with respect to the number of vessels operating on inland waters, their tonnage, the capital invested, earnings, operating expenses, tonnage of freight other than that which passes through the canals, employees, the salaries and wages bill, accidents, &c.

The objects of the special inquiry to which allusion has been made were to show the average rate per ton per mile on inland waters, the average freight charges per ton and per bushel between certain points, and to compare these charges with railway rates. Before steps were taken in this direction in 1912 no information whatever was to be had from any source on these important aspects of transportation.

Having ascertained for 1913 the number of tons carried one mile, and the amount of gross earnings thereon, the following results were reached:—

## Canadian traffic:—

Average rate per ton.....99.37 cents.  
Average rate per ton per mile..... .184 “

## American traffic:—

Average rate per ton..... 55.19 cents.  
Average rate per ton per mile..... .074 “

As compared with 1912 the foregoing results show a reduction. Following is a comparative summary:—

	1912 cents	1913 cents
Canadian traffic:—		
Average rate per ton.....	91.04	99.37
Average rate per ton per mile....	0.194	.184
American traffic:—		
Average rate per ton.....	56.62	55.19
Average rate per ton per mile....	.067	.074

The wide disparity between Canadian and American rates is due wholly to the character of American traffic. Of the 37,747,457 tons of American freight which passed through the Canadian canal in 1913, there were 32,445,067 tons of iron and copper ore and 4,153,301 tons of coal. These two commodities made up 97 per cent of the total American traffic. The ore moved downward and the coal upward. An overwhelming proportion of both the ore and the coal is carried in vessels belonging to the iron and steel industries of Pennsylvania, at rates which can hardly be regarded as commercial. They are uniform year after year—55 cents per ton for ore and 33 cents for coal. That these rates are not commercial, nor subject to competition, is demonstrated by the fact that in every month of the season of navigation grain and other commodities have been carried over the same route at as high a rate as \$1.17 per ton. In some instances the rate was \$2 and over per ton.

The Canadian rates also exhibit a wide difference as between maximum and minimum. Wheat was moved during 1913 at as low a rate as .067 cent per ton per mile, and at as high a rate as .172. Package freight, aggregating a considerable volume, earned as high as .500 per ton per mile.

The facts having been given with regard to the volume of Canadian wheat moved over the various routes in 1913, it will be instructive to observe the rates of freight which applied to this important traffic. A thorough analysis was made of the reports received, and they yielded the following averages:—

Port Arthur—Fort William to Montreal:—

Per ton per mile.....	.142 cent.
Per bushel.....	5.351 "
Per ton.....	\$1.78

Port Arthur—Fort William to Georgian Bay:—

Per ton per mile.....	.148 cent.
Per bushel.....	2.279 "
Per ton.....	.76.00 "

Port Arthur—Fort William to other Canadian ports:—

Per ton per mile.....	.104 cent.
Per bushel.....	2.436 "
Per ton.....	.81.21 "

Port Arthur—Fort William to Buffalo:—

Per ton per mile.....	.103 cent.
Per bushel.....	2.430 "
Per ton.....	.81.00 "



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A comparison of the foregoing rates for 1913 with the rates for 1912 is here given in the following table:—

Port Arthur-Fort William	1912.			1913.		
	Per ton per mile.	Per bushel.	Per ton.	Per ton per mile.	Per bushel.	Per ton.
	cent.	cent.	\$	cent.	cent.	\$
To Montreal.....	.157	5.774	1.924	.142	5.351	1.780
“ Georgian Bay.....	.163	2.629	.876	.148	2.279	.760
“ other Canadian ports.....	.115	2.384	.795	.104	2.436	.812
“ Buffalo.....	.104	2.863	.793	.104	2.436	.812

A record was also kept of the movement of Canadian wheat over the several routes during each month of the season of navigation and the results ascertained were as follows:—

Port Arthur-Fort William to Montreal.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	\$	Cents.
April.....	6.015	2.04	.165
May.....	5.525	1.84	.135
June.....	4.682	1.54	.127
July.....	4.080	1.60	.130
August.....	5.440	1.68	.137
September.....	5.282	1.76	.144
October.....	6.313	2.10	.171
November.....	6.341	2.11	.172

Port Arthur-Fort William to Georgian Bay.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	Cents.	Cent.
April.....	2.42	80.63	.157
May.....	2.16	71.85	.135
June.....	2.18	73.93	.142
July.....	1.59	52.73	.102
August.....	1.43	47.81	.092
September.....	1.53	51.26	.100
October.....	2.21	73.95	.146
November.....	2.46	82.30	.160
December.....	3.35	\$1.12	.220

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Port Arthur-Fort William to other Canadian ports.		Per bushel.	Per ton.	Per ton per mile.
		Cents.	Cents.	Cent.
April	.....	2-599	86-63	·127
May	.....	2-200	73-35	·091
June	.....	1-755	55-53	·072
July	.....	2-371	90-36	·122
August	.....	1-928	64-27	·082
September	.....	1-969	65-63	·083
October	.....	2-767	92-23	·166
November	.....	2-750	92-69	·116
December	.....	3-081	81-03	·146

Port Arthur-Fort William to Buffalo.		Per bushel.	Per ton.	Per ton per mile.
		Cents.	Cents.	Cent.
April	.....	2-739	91-30	·108
May	.....	2-442	81-40	·094
June	.....	1-954	65-13	·076
July	.....	2-289	78-30	·118
August	.....	1-969	65-63	·090
September	.....	1-739	57-97	·066
October	.....	2-876	95-86	·122
November	.....	2-998	99-97	·114
December	.....	3-296	81-09	·126

A study of the returns for 1913 showed that the largest volume of wheat was moved through to Montreal during the months of May and June, when the rates were low and there was no apparent pressure for delivery abroad; while the movement to Buffalo was largest in October and November, when dispatch was the prime consideration, and the rates were high.

The all water rate from Port Arthur-Fort William to Montreal in November averaged 6·341 cents per bushel, which must be regarded as a fair rate for the vessels. For the same month the average water rate between Port Arthur-Fort William and Buffalo was 3·296 cents. To this should be added the rail rate between Buffalo and New York, which in November, for export, was 5½ cents per bushel. This fact was officially ascertained from the Buffalo Chamber of Commerce. The combined water and rail rate from Port Arthur-Fort William to Buffalo-New York in November was 8·796 cents, as compared with an average for that month between Port Arthur-Fort William and Montreal of 6·341. With an advantage of 2·455 cents per bushel in favor of the St. Lawrence route, it is still true that more than ten times as many bushels of Canadian wheat went out by way of Buffalo-New York in November than came down to Montreal.

Such a situation is obviously created by other considerations than the rates of freight. They will be found in (1) the availability of ocean tonnage at New York, (2) the demand for expedition, and (3) lower ocean freight and insurance rates from New York than from Montreal.

A larger volume of wheat was brought down to Georgian Bay ports in 1913 than in 1912. The average water rates to such ports was 2·279 cents per bushel. The rail rate from Georgian Bay to Montreal was 6 cents per bushel; but that rate was probably adjusted so as to make the water and rail rate combined equal to the all water rate.

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It was also observed that a much larger volume of grain than in preceding years was brought to Port Colborne, there passed into the elevator and subsequently carried on to Montreal by water.

## RAIL AND WATER RATES.

Out of the facts which have been presented with respect to freight rates in 1913 on the inland waters of Canada grows quite naturally the suggestion of a comparison with rail rates. It must be said at once that the water rates were considerably lower than the rail rates. It is easily possible with the information in hand which has been gathered during the past years to put certain water rates side by side with rail rates; but such a measurement could not be made with satisfactory accuracy until carriers by water are placed on the same statistical footing as that now occupied by the railways. There are large and important factors lacking from the data which has been made available with regard to the operations of certain carriers by water on the inland waters of Canada. When all the factors are known it will then be practicable to make an exact comparison. The statistical facts dealt with in this report are satisfactory as far as they go; but in a matter of this nature absolutely complete and comprehensive reports are required before conclusions may be drawn which are sound from every point of view. It is believed that the whole statistical situation with regard to carriers by water will be changed during the current year.

Within the limited scope of Canal Statistics certain facts are definitely known. The rates of freight on a very large proportion of all the cargoes of Canadian origin moved through the canals has been ascertained. From that basic information the average rate per ton per mile has been calculated. The omissions from the account relate to cargoes which did not pass through the canals, and there are good reasons for asserting that such cargoes bore a somewhat higher freight rate than those which applied to the trade of the Great Lakes in particular. The latter is a more or less specialized business, in which competition is active.

It has been shown that the average rate per ton per mile on canal traffic in 1913 was .184. The corresponding average rate for all the railways of Canada in 1913 was .758. This comparison is most favourable to carriers by water. But it must not be forgotten that Government makes a substantial contribution toward freight rates by water. The canals have not only been constructed by Government, but Government also maintains and operates them. It is therefore obviously reasonable to ask what the freight rate by water would have been in 1913 if carriers had been obliged to meet the interest on the cost of canals as well as the cost of maintenance. The facts are at hand.

The capital cost of the canals of Canada up to 30th March, 1913, was \$105,656,037. Interest at  $3\frac{1}{2}$  per cent on this sum would amount to \$3,697,612. The cost of maintenance for the fiscal year 1913 was \$1,603,080. These two sums combined give a total of \$5,301,041. The Canadian tonnage in 1913 was 6,654,311; so the Government contribution was equal to 78.85 cents per ton. Assuming that all this Canadian tonnage was carried at the same freight rates as the tonnage dealt with in the calculations on a preceding page, it will be

seen that 78·85 cents was the precise equivalent to ·146 per ton per mile. Put into tabular form the account would stand as follows:—

	Per ton.	Per ton per mile.
	cents.	cent.
Actual freight rate.....	99·37	·184
Government contribution.....	79·66	·147
Total.....	\$1·7903	·331

The rail rate on wheat from Fort William to Montreal is 12 cents per bushel, or \$4 per ton. This is equal to ·402 per ton per mile; so that the difference in favor of waterborne wheat in 1913 was ·071 per ton per mile. Put in another way, if shippers had been obliged to meet the amount involved in the public contribution to the water rate, the freight cost to Montreal in 1913 would have been 8 cents per bushel instead of 5·351. It should be added that the cost and maintenance of the canals is not the only Government contribution to the water rate. If the cost and maintenance of harbours, lighting, dredging &c., had been taken into the account there would have been a considerable addition. As it was, however, the rate by water was very much lower than the rate by rail.

#### INSURANCE RATES.

The insurance rates which prevailed during 1913 on the St. Lawrence and Great Lakes route were as follows:—

4¾ per cent from the head of navigation to the eastern end of Lake Erie, an additional 1 per cent to Ogdensburg and a further 1 per cent to Montreal. This would make the total 6¾ per cent from Port Arthur-Fort William to Montreal, or 2 per cent more than to Buffalo. This difference must be taken into account in comparing freight rates as between Buffalo and Montreal. In December an extension was allowed for the first five days at an additional one per cent.

#### GENERAL STATISTICS.

The following tables will afford further information with respect to traffic through the canals of Canada:—



STATEMENT of the Tonnage of Canadian and United States Vessels for the following years.

CANADIAN VESSELS.

YEARS.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		TOTAL TONS.	Number of Vessels.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
1887	1,201,529	1,194,665	336,277	1,074	65	30,778	224,015	1,395,932	1,452,020	2,847,952	18,991	
1888	1,113,290	1,120,771	343,368	1,252	802	22,553	489,876	1,295,304	1,345,018	2,640,322	17,661	
1889	1,283,574	1,297,892	393,371	976	892	20,271	253,565	1,494,952	1,500,630	2,995,582	19,393	
1890	1,314,127	1,250,399	323,909	929	351	14,003	236,076	1,558,337	1,580,935	3,139,272	20,655	
1891	1,356,518	1,287,168	283,642	550	292	16,350	244,476	1,575,176	1,560,278	3,135,454	19,246	
1892	1,517,219	1,460,505	177,136	1,466	394	14,659	201,374	1,710,510	1,691,455	3,401,965	21,177	
1893	1,548,094	1,422,326	170,186	26,787	10	17,067	248,112	1,736,489	1,697,565	3,434,054	20,757	
1894	1,319,792	1,260,907	19,298	1,172	5	6,394	224,696	1,545,998	1,502,906	3,048,904	19,027	
1895	1,258,848	1,165,683	13,383	1,477	5	5,889	285,553	1,518,440	1,464,619	2,983,059	17,136	
1896	1,547,757	1,420,312	300,292	157	4,115	4,115	271,809	1,752,221	1,697,385	3,449,706	20,972	
1897	1,629,192	1,482,351	315,783	1,378	3,533	3,533	297,898	1,848,510	1,792,227	3,640,737	21,466	
1898	1,704,661	1,609,255	215,393	1,927	3,691	6,805	353,927	1,927,358	1,870,627	3,797,985	21,509	
1899	1,865,643	1,774,789	242,847	32,136	61	42,290	345,980	2,151,675	2,156,896	4,308,571	25,579	
1900	1,767,293	1,681,340	205,926	1,922	64	38,015	368,781	2,074,143	2,055,107	4,129,250	21,755	
1901	1,615,952	1,587,291	979,007	82,541	3,300	2,908	97,332	312,003	1,995,594	1,984,673	20,860	
1902	1,914,467	1,810,787	211,356	97,192	2,161	101,335	286,520	2,258,732	2,226,963	4,485,695	22,198	
1903	2,061,258	2,088,909	340,383	143,611	5,082	188,896	379,612	2,597,555	2,615,277	5,212,832	23,767	
1904	1,838,260	1,907,886	299,243	159,740	4,235	237,910	349,661	2,380,390	2,391,510	4,772,100	21,851	
1905	2,059,097	2,031,766	312,773	183,138	3,191	262,401	322,005	2,640,691	2,545,100	5,191,191	23,726	
1906	2,271,776	2,264,476	292,705	155,595	5,506	292,276	309,567	2,791,177	2,735,144	5,526,321	25,498	
1907	2,561,948	2,661,317	337,822	129,246	7,133	258,172	383,922	3,147,095	3,181,816	6,328,911	28,833	
1908	2,726,776	2,748,139	348,327	227,315	7,841	348,944	368,387	3,399,104	3,381,685	6,780,789	29,040	
1909	3,335,187	2,992,403	700,320	217,989	82,591	237,945	513,907	3,976,043	3,835,535	7,811,578	29,507	
1910	3,891,613	3,504,463	315,456	122,988	89,618	287,535	627,046	4,587,975	4,343,815	8,931,790	25,337	
1911	3,997,073	3,646,516	333,500	176,690	9,907	333,012	644,570	4,732,084	4,440,108	9,172,192	25,385	
1912	4,457,303	4,168,304	617,407	241,676	1,033	180,735	781,450	5,265,352	4,971,983	10,237,335	27,371	
1913	4,964,635	4,827,587	898,249	67,031	5,231	348,477	963,300	6,244,892	5,863,449	12,078,041	28,564	

STATEMENT of the Tonnage of Canadian and United States Vessels for the following years.

UNITED STATES VESSELS.

YEARS.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		TOTAL TONS.		Number of Vessels.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.		
												Up.	
1887	16,295	17,925	38,857	56,708	143,730	140,562	52,743	98,840	251,645	315,035	566,680	3,883	
1888	14,304	26,801	42,425	50,047	177,714	156,095	49,778	114,613	284,221	347,586	631,777	3,421	
1889	21,125	26,449	55,996	50,732	253,088	206,567	56,249	160,442	386,458	444,190	830,648	4,542	
1890	10,390	16,345	38,156	38,397	248,418	234,728	39,697	97,265	336,461	384,786	721,397	3,364	
1891	10,327	29,851	70,665	27,727	283,013	238,818	31,082	146,602	395,118	442,998	838,116	3,602	
1892	12,023	29,405	88,221	29,763	280,315	229,437	37,087	172,591	417,596	454,199	871,795	3,928	
1893	10,752	34,363	214,047	33,741	351,994	282,724	50,981	307,710	627,787	658,508	1,286,295	4,585	
1894	18,452	30,201	139,720	29,830	302,562	269,788	37,406	192,902	498,246	513,811	1,012,027	4,131	
1895	8,838	24,768	139,554	17,712	262,240	216,512	32,295	185,730	441,927	444,752	886,679	4,427	
1896	11,496	195,228	357,265	21,953	292,359	262,359	40,416	290,370	604,315	623,775	1,228,120	4,650	
1897	14,666	18,367	269,430	17,618	338,938	277,345	26,341	317,638	619,375	661,028	1,310,403	4,675	
1898	12,112	9,541	133,524	22,880	398,878	305,464	32,331	336,904	586,875	683,889	1,270,764	4,264	
1899	17,217	18,044	172,897	30,092	1,605,887	1,456,503	51,902	331,336	1,846,548	1,438,885	3,285,733	6,101	
1900	13,316	17,824	157,689	30,443	1,298,725	743,276	45,741	190,471	1,423,471	983,514	2,408,985	5,502	
1901	11,587	18,766	177,169	28,124	922,461	1,014,707	54,895	224,622	1,166,115	1,316,153	2,482,274	5,634	
1902	13,622	37,871	187,826	70,641	1,756,918	1,634,672	133,257	241,602	2,081,633	2,004,786	4,086,439	6,433	
1903	14,014	24,165	205,208	65,247	1,736,187	1,689,414	106,401	335,836	2,121,810	2,114,665	4,236,475	6,695	
1904	10,122	16,890	275,721	39,993	1,464,316	1,475,035	68,081	395,697	1,818,240	1,827,665	3,645,905	6,253	
1905	19,743	19,444	364,985	81,876	2,350,491	1,701,704	1101,536	456,459	2,836,788	2,259,433	5,096,241	7,085	
1906	34,306	15,324	336,259	78,361	2,738,692	1,928,131	115,675	418,436	3,244,863	2,140,432	5,385,315	7,319	
1907	57,349	72,013	394,591	75,048	4,730,633	5,376,060	205,769	623,931	5,463,767	6,141,067	11,604,834	9,328	
1908	51,587	32,705	442,773	124,120	2,973,624	4,142,392	218,835	536,103	3,685,819	4,835,320	8,521,139	7,489	
1909	263,592	109,407	442,176	200,202	4,178,378	10,429,614	213,750	621,903	5,038,196	11,361,126	16,459,322	9,996	
1910	139,522	50,493	429,702	303,330	5,509,417	14,488,505	299,462	576,101	6,359,803	15,420,494	21,777,297	11,462	
1911	49,778	12,613	626,897	576,313	3,348,936	12,057,484	703,084	850,487	4,734,695	13,496,927	18,231,622	10,270	
1912	50,296	15,518	763,426	470,330	5,778,534	16,011,911	614,311	931,864	7,206,567	17,429,623	24,636,190	11,785	
1913	61,301	29,788	673,382	711,603	5,657,984	13,567,490	703,212	831,019	7,093,879	17,142,909	24,238,788	10,739	

Vessel and Freight Tonnage passed through the Sault Ste. Marie Canal.

Years.	CANADIAN VESSELS.		U.S. VESSELS.		Total No.	Vessel Tonnage.	FREIGHT TONNAGE.		LOCKAGES		REMARKS.
	No.	Tonnage.	No.	Tonnage.			Canadian	United States.	No.	No.	
1895	609	126,534	583	623,092	1,192	749,626		595,837	699	87	Canal first operated Sept. 9, 1895.
1896	2,070	659,407	3,066	3,805,749	5,136	4,395,156		4,577,399	3,042	218	
1897	1,909	405,546	2,359	3,391,436	4,268	3,797,482		4,947,065	2,604	238	
1898	1,811	405,931	1,864	2,353,649	3,675	2,757,630		3,055,387	2,590	243	
1899	2,000	558,552	1,769	2,389,457	3,769	2,948,009		3,006,684	2,610	239	
1900	1,790	577,310	1,901	1,617,438	2,681	2,194,748		2,035,677	2,205	238	
1901	2,796	775,151	1,408	1,674,367	4,204	2,449,748		2,820,394	2,910	246	
1902	3,080	1,366,330	1,961	3,237,372	5,044	4,604,702		4,729,268	3,418	261	
1903	2,711	1,615,939	1,610	3,146,807	4,351	4,762,746		5,511,868	3,242	256	
1904	2,637	1,555,012	1,355	2,075,063	3,962	4,250,705		5,030,705	3,022	241	
1905	3,970	1,805,299	1,692	2,734,349	5,662	5,537,637		5,473,406	4,031	255	
1906	3,922	1,959,252	1,758	4,390,872	5,680	6,359,124		6,574,039	4,452	253	
1907	3,217	2,454,688	3,132	9,961,281	6,349	12,415,969		15,588,165	4,566	238	
1908	3,289	2,606,292	2,201	7,035,655	5,293	9,638,887		12,759,216	3,667	235	Origin of cargo first shown.
1909	2,397	2,988,336	3,734	14,850,738	6,331	17,839,074	2,092,231	10,666,985	5,016	240	
1910	2,744	3,173,494	5,228	20,187,704	7,972	23,361,198	3,366,495	24,494,750	6,802	246	
1911	2,713	3,108,880	4,068	16,252,340	6,781	19,361,220	2,345,619	33,050,068	6,102	238	
1912	3,613	3,296,239	5,213	24,536,015	7,856	25,832,244	4,000,362	35,579,293	6,200	240	
1913	3,279	3,793,431	5,006	22,181,007	8,285	25,974,441	4,954,734	37,744,390	6,266	246	



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## CAPITAL EXPENDITURE.

The following statement brings the capital expenditure on the canals of the Dominion down to March 31, 1913. It must be understood, however, that the total shown is apart from the outlay by the Imperial Government on the Carillon and Grenville canal, as to which the records were lost in the destruction by the fire of the Ordnance Office, Montreal, in 1852. The details are as follows:—

Canal.	Construction.		Enlargement.		Total.	
	\$	cts.	\$	cts.	\$	cts.
Beauharnois.....	1,636,690	26			1,636,690	26
Carillon and Grenville.....	63,053	64	4,119,039	32	4,182,092	86
Chambly.....	637,214	66	91,784	83	728,999	49
Cornwall.....	1,945,624	73	5,297,179	48	7,242,804	21
Culbute.....	382,391	46			382,391	46
Lachine.....	2,589,532	85	10,815,488	11	13,404,970	96
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.....	4,127,454	21			4,987,498	24
Sault Ste. Marie.....	4,987,498	24			4,987,498	24
Soulanges.....	7,696,439	46			7,696,439	46
Ste. Anne's.....	134,456	51	1,035,759	12	1,170,215	63
St. Lawrence River and Canals.....	18,442	85	3,451,470	56	3,469,913	41
St. Ours.....	121,537	65	4,306	28	125,843	93
St. Peter's.....	648,547	14			648,547	14
Tay.....	489,599	23			489,599	23
Trent.....	12,464,651	64			12,464,651	64
Welland.....	7,693,824	03	21,557,126	98	29,250,951	01
Williamsburg (Farran's Point.....			877,090	57		
Galops.....			6,120,300	14		
Rapide Plat.....			2,158,242	00	10,490,184	51
Williamsburg.....	1,320,655	54	13,896	26		
St. Andrew's Lock.....	1,533,759	57			1,533,759	57
Total.....	49,740,320	38	915,716	47	105,656,036	85

The cost of maintenance for the fiscal year 1913, was \$1,603,080.07.

I have the honor to be, sir,

Your obedient servant,

J. L. PAYNE,

*Comptroller of Statistics.*



# CANAL STATISTICS

FOR

## SEASON OF NAVIGATION, 1913

### GRAIN PASSED DOWN WELLAND.

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

Quantity passed down to Montreal		To Ports in Ontario.	Quantity from U.S. Ports to U.S. Ports.
	Tons.	Tons.	Tons.
1882	180,694		63,881
1883	186,814	10,650	121,876
1884	142,194	12,153	104,537
1885	96,569	11,909	117,346
1886	203,940	9,881	151,551
1887	185,034	11,838	134,868
1888	160,358	25,599	169,664
1889	267,769	19,075	213,766
1890	288,513	16,899	245,932
1891	295,509	6,805	202,710
1892	261,954	8,942	201,540
1893	501,806	25,555	222,958
1894	273,651	16,699	203,979
1895	231,491	32,096	133,823
1896	461,049	73,386	160,372
1897	560,254	53,257	157,756
1898	519,532	31,279	144,612
1899	332,746	40,197	68,011
1900	244,661	17,525	84,589
1901	151,566	13,732	83,370
1902	208,215	22,787	81,164
1903	351,936	29,062	111,828
1904	198,246	23,711	102,523
1905	341,431	42,061	129,270
1906	404,935	33,351	176,119
1907	635,573	42,032	163,295
1908	756,141	38,142	135,172
1909	652,742	40,238	129,587
1910	789,661	63,657	115,457
1911	836,924	51,560	121,655
1912	961,855	47,866	117,195
1913	1,265,368	63,806	122,069

During the last decade the quantity of agricultural products as above, passed down the Welland and St. Lawrence canals to Montreal, has increased from 198,246 tons in 1904 to 1,265,368 tons in 1913, and the quantity passed down the Welland canal from United States ports to United States, has increased from 102,523 to 122,069 tons the same years.

4 GEORGE V., A. 1914

The quantity of barley, buckwheat, corn, oats, pease, rye and wheat, arrived at Montreal via Grand Trunk and Canadian Pacific Railways for a period of 15 years, is reported as follows:—

Year.	Tons.
1899.....	209, 170
1900.....	229, 624
1901.....	227, 700
1902.....	263, 861
1903.....	253, 959
1904.....	154, 625
1905.....	148, 377
1906.....	386, 963
1907.....	383, 735
1908.....	285, 262
1909.....	426, 163
1910.....	
1911.....	241, 134
1912.....	462, 444
1913.....	

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

Year.	Tons.
1899.....	372, 291
1900.....	295, 928
1901.....	203, 316
1901.....	242, 225
1903.....	400, 057
1904.....	220, 076
1905.....	375, 630
1906.....	449, 673
1907.....	684, 697
1908.....	776, 374
1909.....	652, 742
1910.....	789, 661
1911.....	836, 924
1912.....	964, 187
1913.....	1, 265, 376

Comparative shipments of grain by the St. Lawrence route, and railways, are as follows:—

#### QUANTITY OF GRAIN TO SEA BOARD BY COMPETING ROUTES.

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

For 1912.....	Tons.
1913.....	964, '87
	<u>1, 265, 376</u>
Showing an increase of.....	301, 189

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

For 1912.....	462, 444
1913.....	
	<u>                    </u>
Showing an increase of.....	

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

In Canadian vessels there were in:—

	Tons.
1899, 162 cargoes, with an aggregate quantity of .....	221,306
1900, 325 " " .....	183,200
1901, 112 " " .....	132,558
1902, 131 " " .....	175,514
1903, 170 " " .....	218,840
1904, 115 " " .....	174,121
1905, 167 " " .....	239,418
1906, 205 " " .....	344,605
1907, 255 " " .....	427,813
1908, 355 " " .....	598,941
1909, 308 " " .....	550,276
1910, 383 " " .....	679,358
1911, 421 " " .....	728,223
1912, 504 " " .....	796,858
1913, 687 " " .....	1,128,324

In the United States vessels there were in:—

	Tons.
1899, 167 cargoes, with an aggregate quantity of .....	205,571
1900, 259 " " .....	163,575
1901, 135 " " .....	123,229
1902, 135 " " .....	136,652
1903, 219 " " .....	273,986
1904, 118 " " .....	150,359
1905, 235 " " .....	273,344
1906, 178 " " .....	269,800
1907, 263 " " .....	413,087
1908, 271 " " .....	330,514
1909, 174 " " .....	272,291
1910, 182 " " .....	295,714
1911, 173 " " .....	281,916
1912, 154 " " .....	330,058
1913, 253 " " .....	322,919

One hundred and sixty-two Canadian and 49 American vessels took cargoes of 343,733 tons through to Montreal intact in 1908; 87 Canadian and 9 American of 135,582 in 1907; 74 Canadian and 10 American of 108,734 tons in 1906; 96 Canadian and 18 American of 180,206 in 1905; 56 Canadian and 16 American of 116,095 tons in 1904; 56 Canadian and 18 American of 99,582 tons in 1903; 19 Canadian and 17 American of 34,804 tons in 1902; 23 Canadian and 2 American of 17,303 tons in 1901, 15 of 7,924 tons in 1900, 2 of 558 tons in 1899, 7 of 2,426 in 1898, 7 of 2,324 in 1897, 3 of 1,176 in 1896, 4 of 1,344 tons in 1905, 2 cargoes of 810 tons in 1894, none in 1893, 2 in 1892 of 934 tons, and 3 in 1891 of 1,441 tons. Three vessels lightened a portion of their cargoes in 1901, 9 in 1900, 11 in 1899, 25 in 1898, 11 in 1897, 16 in 1896, 6 in 1895, 19 in 1894, 34 in 1893, 25 in 1892, and 44 in 1891; 222 vessels discharged the whole of their cargoes at Kingston in 1901, 540 in 1900, 316 in 1899, 473 in 1898, 359 in 1897, 335 in 1896, 169 in 1895, 188 in 1894, 369 in 1893, 220 in 1892, and 293 in 1891.

4 GEORGE V., A. 1914

The quantity of grain transhipped at Port Colborne in 1909 and the four previous years was as follows:

Articles.	1905.	1906.	1907.	1908.	1909.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat.....	679,840	1,009,474	1,428,300	1,106,244	2,636,963
Corn.....	104,027	110,629	112,036		
Rye.....					
Oats.....		29,118	30,824	23,945	
Barley.....		2,103		56,544	22,216
Flaxseed.....			30,040	49,628	8,202

## WELLAND CANAL.

The total quantity of freight passed on the Welland canal during the season of 1913 was 3,570,714 tons; of this quantity 86,030 tons was way or local freight.

There were 2,565,611 tons of freight passed eastward, and 1,005,103 passed westward.

*East and West bound Through Freight.*

The total quantity of through freight passed through the whole length of the Welland canal during the season of 1913 was 3,484,651 tons.

Of this quantity 2,553,542 tons were west bound and 931,109 west bound freight.

Of the east bound through freight, Canadian vessels carried 1,966,970 tons and United States vessels carried 586,572 tons; and of the west bound through freight Canadian vessels carried 544,241 tons and United States vessels carried 386,868 tons, or a total of 2,511,211 tons for Canadian and 973,440 tons for American vessels.

## ST. LAWRENCE CANALS.

The total quantity of freight passed through these canals during 1913 was 4,302,427 tons; of this quantity 3,198,302 tons passed eastward and 1,104,125 passed westward.

*East and West bound Through Freight.*

The total quantity of through freight was 3,486,882 tons; of this quantity 2,815,410 tons were east bound and 671,472 tons were west bound.

*Way Freight.*

Of the total quantity of (way) or local freight 382,892 were east bound and 432,653 tons west bound freight.

## SESSIONAL PAPER No. 20a

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

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

Year.	Eastward to Montreal.	Westward from Montreal.
1899.....	354,933	5,991
1900.....	288,251	6,217
1901.....	184,420	13,714
1902.....	250,475	25,289
1903.....	390,786	100,699
1904.....	278,328	71,512
1905.....	448,704	72,482
1906.....	554,231	96,791
1907.....	789,167	1,281
1908.....	864,926	3,472
1909.....	925,005	191,510
1910.....	1,170,139	172,360
1911.....	1,291,973	233,335
1912.....	1,559,963	236,979
1913.....	1,710,219	333,592

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

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

Year.	Eastward.	Westward.	Total.
	Tons.	Tons.	Tons.
1899.....	225,491	135,058	360,529
1900.....	218,969	99,560	318,529
1901.....	190,476	83,543	274,019
1902.....	224,110	44,919	269,029
1903.....	221,074	149,151	370,225
1904.....	165,337	87,144	252,481
1905.....	190,547	112,549	303,096
1906.....	237,226	84,205	321,431
1907.....	218,997	177,660	396,657
1908.....	209,518	239,136	448,654
1909.....	196,838	248,581	445,419
1910.....	197,301	288,198	485,499
1911.....	175,752	309,603	485,355
1912.....	180,319	235,437	415,756
1913.....	204,597	320,736	525,333

The total quantity of freight passed through the Welland canal from United States ports to United States ports shows an increase of 109,577 tons as compared with the previous year; and an increase of 164,804 tons as compared with 1899.

4 GEORGE V., A. 1914

The following statement shows the aggregate number of vessels and the total quantity of freight passed through the Welland canal, and the quantity passed between United States ports during the year 1867 to 1913 inclusive.

Fiscal Year.	Aggregate Number of Trips.	Total quantity transported on the Welland canal.	Quantity passed from United States ports to United States ports.
	Number.	Tons.	Tons.
1867.....	5,405	933,260	458,386
1868.....	6,157	1,161,821	641,711
1869.....	6,069	1,231,903	688,700
1870.....	7,356	1,311,956	747,567
1871.....	7,729	1,478,122	772,756
<i>Season of Navigation.</i>			
1872.....	6,063	1,333,104	606,627
1873.....	6,425	1,506,484	656,208
1874.....	5,814	1,389,173	748,557
1875.....	4,242	1,038,050	477,809
1876.....	4,789	1,099,810	488,815
1877.....	5,129	1,175,398	493,841
1878.....	4,429	968,758	373,738
1879.....	3,960	865,664	284,043
1880.....	4,104	819,934	179,605
1881.....	3,332	686,506	194,173
1882.....	3,334	790,643	282,806
1883.....	3,267	1,005,156	432,611
1884.....	3,138	837,811	407,079
1885.....	2,738	784,928	384,509
1886.....	3,589	980,135	464,478
1887.....	2,785	777,918	340,501
1888.....	2,647	878,800	434,753
1889.....	2,975	1,085,273	563,584
1890.....	2,883	1,016,165	233,957
1891.....	2,594	975,013	553,800
1892.....	2,615	955,554	541,065
1893.....	2,843	1,294,823	631,667
1894.....	2,412	1,008,221	592,267
1895.....	2,222	869,595	469,779
1896.....	2,766	1,279,987	653,213
1897.....	2,725	1,274,292	564,694
1898.....	2,384	1,140,077	487,539
1899.....	2,202	789,770	360,529
1900.....	2,399	719,360	318,529
1901.....	1,547	620,209	274,019
1902.....	1,568	665,387	269,029
1903.....	1,787	1,002,919	370,225
1904.....	1,433	811,371	252,481
1905.....	1,595	1,092,050	305,096
1906.....	1,536	1,201,967	321,431
1907.....	1,982	1,614,132	396,743
1908.....	2,351	1,703,453	448,654
1909.....	2,433	2,025,951	445,419
1910.....	2,544	2,326,290	487,499
1911.....	2,480	2,537,629	485,355
1912.....	2,905	2,851,915	415,756
1913.....	3,229	3,570,714	525,333



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The total quantity of freight passed through the several divisions of the Canadian canal system during the season of 1913 is as follows:

	Farm Stock.	Forest Produce of Wood.	Manu- factures.	Products of Mines.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Sault Ste. Marie.....	198	62,958	733,910	36,648,593	5,253,665	42,699,324
Welland.....	361	337,927	548,373	990,086	1,684,967	3,570,714
St. Lawrence.....	8,269	660,226	460,161	1,627,996	1,545,775	4,302,427
Chambly.....	490	337,331	20,217	184,132	13,432	555,602
St. Peter's.....	2,492	6,301	8,078	38,708	15,935	71,514
Murray.....	13	55	75,803	104,137	568	180,576
Ottawa.....	3,657	186,710	15,901	156,839	2,331	365,438
Rideau.....	3,458	27,331	15,213	121,784	3,437	171,223
Trent.....	298	50,812	2,414	436	1,840	55,800
St. Andrews.....	65	9,274	1,629	69,950	377	81,295

The total quantity of freight moved on the Welland canal was 3,570,714 tons, of which 1,684,967 tons were agricultural products.

On the St. Lawrence canals the total quantity of freight moved was 4,302,427 tons, of which 1,545,775 were agricultural products, and 460,161 tons were manufactures.

On the Ottawa canals the total quantity of freight moved was 365,438 tons; of this quantity 186,710 tons were the produce of the forest.

4 GEORGE V., A. 1914

Comparative Statement of Commerce through the United States St. Mary's Falls Canals and the Canadian Sault Ste. Marie Canal, for the seasons of 1912 and 1913.

	TRAFFIC FOR 1913.		TOTAL TRAFFIC FOR.		INCREASE.	DECREASE
	United States Canal.	Canadian Canal.	Season of 1913.	Season of 1912.	Amount.	Amount.
Vessels.....number.	15,599	8,285	23,884	22,772	1,112	
Lockages....."	10,601	6,266	16,867	16,088	779	
Tonnages registered net tons	32,062,619	25,974,441	58,037,060	56,779,377	1,257,683	
Tonnages freight....."	37,022,201	42,699,324	79,721,525	72,494,470	7,227,055	
Passengers.....number.	40,096	36,822	76,918	67,144	9,774	
Coal hard.....net tons	2,200,954	472,719	2,673,673	2,136,767	536,906	
Coal soft....."	12,271,253	3,680,632	15,951,885	12,801,069	3,150,816	
Flour.....barrels.	7,962,622	2,240,840	10,203,462	8,652,431	1,551,031	
Wheat.....Bushels	72,619,194	131,827,467	204,446,661	173,934,451	30,512,210	
Grain, excluding wheat....."	62,757,060	50,875,233	113,632,293	69,224,016	44,408,277	
Manif. and pig iron.net tons.	285,754	146,023	431,777	698,247		266,470
Salt.....barrels.	659,858	84,518	735,376	648,616	86,760	
Copper.....net tons.	81,159	25,855	106,994	126,854		19,860
Iron ore....."	15,672,579	32,419,242	48,091,821	46,310,284	1,781,537	
Lumber, ft. B.M.....	574,805,000	25,261,000	600,066,000	677,007,500		76,941,500
Silver ore.....net tons.						
Building stone....."	481		481	2,282		1,801
Unclassified freight....."	1,095,237	653,249	1,748,486	1,629,524	118,962	

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

1889.....	234 days.	1901.....	230 days.
1890.....	228 "	1902.....	256 "
1891.....	225 "	1903.....	249 "
1892.....	233 "	1904.....	223 "
1893.....	219 "	1905.....	245 "
1894.....	234 "	1906.....	249 "
1895.....	231 "	1907.....	233 "
1896.....	232 "	1908.....	231 "
1897.....	234 "	1909.....	236 "
1898.....	241 "	1910.....	224 "
1899.....	231 "	1911.....	237 "
1900.....	238 "	1912.....	237 "
		1913.....	245 "

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

1895.....	87 days.	1904.....	241 days.
1896.....	218 "	1905.....	255 "
1897.....	238 "	1906.....	253 "
1898.....	243 "	1907.....	238 "
1899.....	239 "	1908.....	235 "
1900.....	238 "	1909.....	240 "
1901.....	246 "	1910.....	248 "
1902.....	264 "	1911.....	236 "
1903.....	256 "	1912.....	240 "
		1913.....	246 "

The average number of vessels passing per day through the two canals for the season of 1913 was ninety-seven.

A—TABLE showing the total tonnage of the undermentioned articles moved Up  
December

Year.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	45,674	313,825	120,599	20,951		904	1,937
1872	26,651	239,998	254,902	6,035	7,752	64	2,745
1873	30,665	355,847	180,169	8,225	1,194	3	3,777
1874	24,019	413,212	181,151	18,871	5,954	513	8,677
1875	13,964	253,835	103,749	35,751	3,383	917	6,337
1876	15,778	201,906	144,501	18,455	24,496	1,454	3,198
1877	13,558	253,953	169,196	19,870	2,810	2,439	2,355
1878	9,121	191,982	185,931	10,979	3,088		2,302
1879	10,710	274,570	144,506	4,655	1,239	440	2,444
1880	12,679	242,020	163,738	17,772	477	1,016	1,480
1881	9,959	127,832	101,075	24,509		1,844	2,086
1882	12,261	215,056	54,799	20,126	611	3,226	403
1883	13,471	152,794	182,269	10,436	731	1,642	10,983
1884	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885	13,334	124,206	117,536	15,801	1,116		1,912
1886	19,474	154,169	219,442	1,595	4,911	564	14,657
1887	23,949	221,927	114,938	9,374	12,050		12,533
1888	16,983	160,963	194,886	5,906	26,629	811	13,608
1889	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891	13,517	198,658	185,180	8,113	52,959	64,888	28,042
1892	17,046	232,019	192,548	6,433	37,173	9,392	32,815
1893	15,235	258,392	441,092	18,599	31,283	3,671	36,981
1894	33,628	270,993	169,233	28,353	27,962	567	60,673
1895	44,044	203,088	164,894	8,689	18,236	1,007	46,463
1896	42,425	320,563	320,444	11,368	28,178	9,405	56,591
1897	9,065	324,743	390,615	14,173	25,161	8,483	44,674
1898	5,578	207,647	437,861	12,286	17,502	16,127	23,182
1899	11,625	197,732	204,004	2,907	24,037	923	18,460
1900	10,968	137,800	163,509	4,035	41,055	3,538	14,815
1901	18,978	151,586	67,756	7,119	28,485	2,961	14,024
1902	22,282	225,171	67,647	7,418	11,232	4,079	12,963
1903	25,998	259,031	210,758	14,656	7,911	4,904	13,994
1904	35,049	165,138	116,444	27,171	16,582		13,184
1905	38,512	254,458	180,921	55,432	36,072	1,711	9,583
1906	18,294	326,798	211,805	31,446	49,306	1,784	10,739
1907	22,739	488,565	271,693	13,240	73,369	2,270	22,683
1908	23,209	732,131	127,402	31,172	33,423	6,667	21,668
1909	38,763	590,196	140,902	23,151	75,135	33	30,221
1910	41,152	587,493	229,980	21,575	136,233		18,149
1911	57,061	562,282	273,932	15,029	163,333	112	11,360
1912	45,807	795,989	121,333	25,241	185,546	714	14,626
1913	45,710	1,005,362	144,354	96,889	199,794	6,867	10,640

\* Fiscal. † Apples, meals of all kinds, peas, potatoes.

CANAL STATISTICS

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and Down. through the Welland canal, during a period of forty-three years, ended 31, 1913.

HEAVY GOODS.							
Total.	Railway Iron.	Other Iron.	Sugar and Salt.	Iron & Salt having paid full tolls on St. Lawrence canals.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
503,860	46,806	16,924	91,575	37,153	103,126	58,781	275,623
538,147	26,217	17,141	50,540	44,243	186,932	98,605	3,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	43,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,585	7,013	10	30,682	128,113	18,785	189,188
306,482	.....	5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	652	461	3,242	274,471	53,205	332,729
273,905	78	2,055	597	14,243	248,272	26,728	291,973
414,812	166	6,123	48	12,324	271,356	27,447	317,464
394,971	1,351	5,636	.....	6,715	145,193	13,866	172,761
419,786	93	3,220	316	13,617	223,871	16,872	257,989
542,043	47	2,479	1,254	20,269	268,305	2,435	294,789
519,291	.....	753	1,027	28,047	202,384	8,138	240,349
367,177	127	1,610	2,567	7,953	224,644	3,415	240,316
527,426	163	1,567	878	3,666	211,616	355	218,245
805,253	6	2,075	374	8,139	233,096	.....	243,690
591,409	.....	3,072	159	977	203,608	.....	207,816
486,421	155	6,245	54	2,819	158,866	1,140	169,309
788,974	1,192	6,332	82	3,264	223,445	1,158	235,473
816,914	7,206	17,012	227	590	176,226	.....	201,261
720,183	1,444	11,722	799	734	162,336	13,433	190,468
459,688	567	6,361	1,282	1,318	97,732	26,125	133,385
375,720	.....	8,150	533	4,800	47,392	58,400	119,315
290,909	83	6,094	327	8,773	49,480	99,487	164,244
350,792	64	7,488	.....	15,201	64,014	22,480	109,247
537,252	488	5,407	2,554	45,846	147,884	18,323	220,502
373,568	11,381	9,957	1,093	4,164	113,525	39,683	179,803
576,989	2,651	10,912	226	4,221	172,642	22,381	213,033
650,172	3,747	8,493	100	16,204	147,587	5,862	181,993
894,559	961	4,923	246	18,761	267,212	25,040	317,143
975,672	.....	35,726	429	.....	316,921	18,004	371,080
898,401	.....	87,025	.....	.....	377,681	33,301	498,007
1,034,582	.....	57,581	.....	.....	577,491	34,311	669,383
1,083,109	.....	126,956	35,888	.....	619,682	37,480	820,006
1,189,256	.....	139,991	21,630	.....	709,696	82,376	953,693
1,509,616	.....	96,245	28,396	.....	945,790	78,776	1,149,207.

B.—TABLE showing the Total Way and Through Tonnage of the undermentioned Articles cleared downward on the Welland canal during a series of forty-three years, ended December 31, 1913.

## VEGETABLE FOOD.

Years.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1869.....	44,110	310,090	119,541	3,920		680	1,541	479,882
1872.....	26,648	231,056	254,534	693	7,594	64	2,300	524,889
1893.....	30,660	345,720	180,042	643	1,188	3	3,557	563,813
1874.....	24,017	406,157	181,128	377	5,953		3,301	620,933
1875.....	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876.....	15,735	194,559	144,501	1,110	24,496	1,454	2,949	384,807
1877.....	13,588	248,894	169,185	10,216	2,810	2,405	1,833	488,931
1878.....	8,854	188,106	185,931	1,217	3,088		2,100	389,296
1879.....	10,588	271,545	114,276	803	1,196		2,387	430,795
1880.....	12,467	240,601	162,891		477		1,418	417,853
1881.....	9,655	121,393	103,075	252		6	1,371	235,752
1882.....	12,205	205,876	54,797	537		1,954	225	275,594
1883.....	13,256	146,741	182,143	975	731		10,971	355,335
1884.....	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885.....	13,322	114,090	117,536	618	1,116		1,628	248,310
1886.....	19,418	146,151	218,897		4,891		14,581	403,928
1887.....	23,940	210,755	114,938	1,711	12,050		12,149	375,543
1888.....	16,973	150,833	194,886	555	26,629	811	13,358	404,915
1889.....	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890.....	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891.....	13,517	196,326	185,177	8,113	52,959	65,071	27,895	549,058
1892.....	17,046	229,569	192,518	6,433	37,173	9,392	32,548	524,709
1893.....	15,232	257,203	441,092	18,461	31,283	3,671	36,981	803,923
1894.....	33,628	270,514	169,233	28,353	27,962		60,587	590,277
1895.....	43,895	202,636	164,894	8,689	18,236		46,435	484,785
1896.....	42,159	319,388	320,444	11,368	28,178	8,970	54,031	784,538
1897.....	9,025	322,993	390,615	14,173	25,127	8,483	44,651	815,067
1898.....	5,578	206,313	437,849	12,286	17,491	16,127	23,170	718,814
1899.....	11,625	197,732	204,004	2,424	23,511	923	18,440	458,689
1900.....	19,968	137,800	163,509	3,449	40,256	3,538	14,802	374,322
1901.....	18,937	151,325	67,757	7,119	28,281	2,961	14,021	290,400
1902.....	22,282	223,499	67,647	7,418	11,223	4,079	12,912	349,060
1903.....	25,997	257,370	210,758	14,656	7,911	4,904	13,982	535,578
1904.....	35,046	164,515	116,444	27,171	16,582		13,157	372,915
1905.....	38,512	247,599	150,921	55,432	36,072	1,711	9,882	570,129
1906.....	18,227	326,789	111,243	31,446	49,306	1,411	10,739	549,161
1907.....	22,689	488,565	271,693	13,240	73,369	2,270	22,683	894,509
1908.....	23,187	730,751	127,402	31,172	33,422	6,667	21,668	974,270
1909.....	38,763	590,074	140,902	23,151	75,135	33	30,206	898,264
1910.....	41,152	587,493	229,980	21,575	136,232		18,149	1,034,582
1911.....	57,061	562,282	273,982	14,622	163,333	112	11,360	1,082,702
1912.....	45,807	795,989	121,333	25,241	185,546	714	14,626	1,189,256
1913.....	45,710	1,005,362	144,354	96,889	199,794	6,867	10,640	1,509,616

\*Fiscal. †Apples, meal all kinds, potatoes

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C.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland canal in transit between Ports in the United States during a series of forty-two years, ended December 31, 1913.

YEARS.	VEGETABLE FOOD.							HEAVY GOODS.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	*Other Articles.	Total.	Railway Iron.	Other Iron.	Sugar and Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869.....	30,681	211,085	91,149	2,942	.....	667	1,006	337,530	68,064	14,334	89,036	28,566	55,912	255,962
1872.....	10,482	124,695	89,761	1,391	7,400	.....	608	234,337	23,040	13,259	49,843	95,741	59,401	294,264
1873.....	10,805	127,727	101,329	1,920	1,188	.....	392	243,306	4,659	13,826	40,507	170,242	62,942	292,170
1874.....	8,230	229,053	125,627	.....	5,948	.....	5,368	374,226	5,742	8,941	22,888	203,673	19,651	260,895
1875.....	1,881	113,832	54,188	2,641	2,946	.....	1,920	177,908	14	4,133	12,931	192,767	34,616	244,451
1876.....	5,187	96,247	58,138	.....	1,905	.....	403	162,405	.....	5,531	29,395	167,110	25,808	227,844
1877.....	3,342	107,396	65,260	1,603	2,314	.....	413	180,586	8,976	8,688	8,336	172,868	41,107	273,975
1878.....	1,316	65,542	60,026	859	277	.....	341	128,361	.....	10,713	3,892	150,583	13,585	178,723
1879.....	1,159	53,791	33,401	.....	461	.....	11	87,826	2,405	3,648	6,318	118,572	17,797	148,741
1880.....	.....	30,611	16,122	1,551	296	.....	.....	48,580	4,743	2,515	.....	65,945	18,380	92,954
1881.....	.....	34,320	30,031	924	.....	.....	10	63,285	1,313	3,570	.....	83,858	6,464	97,265
1882.....	107	30,227	32,433	537	.....	.....	14	64,002	.....	4,076	.....	138,552	8,464	177,161
1883.....	2,041	51,382	66,128	735	731	.....	8,579	132,496	1,209	6,901	.....	196,462	24,891	229,471
1884.....	1,715	40,956	53,707	735	9,874	.....	8,170	114,422	698	599	.....	210,790	15,100	227,187
1885.....	7,124	53,235	63,229	732	882	.....	1	118,203	.....	1,594	.....	198,416	15,029	215,039
1886.....	7,591	53,258	94,048	.....	4,799	.....	13,201	172,888	156	5,328	.....	189,964	11,364	206,843
1887.....	11,780	37,678	83,431	1,732	12,050	.....	10,859	157,530	15	4,406	.....	82,780	627	57,828
1888.....	8,563	39,999	102,974	2	26,510	.....	11,538	189,825	63	1,601	.....	173,239	2,309	177,288
1889.....	5,017	39,229	147,045	.....	27,492	.....	17,225	236,208	.....	1,587	.....	272,476	1,204	231,163
1890.....	9,201	31,527	180,842	6,519	27,030	.....	20,497	279,619	.....	504	.....	186,572	1,620	189,563
1891.....	6,802	32,097	127,494	8,113	52,823	.....	26,115	253,444	.....	292	.....	183,895	1,773	184,473
1892.....	11,018	26,950	131,222	6,433	36,935	.....	31,992	244,550	.....	576	.....	206,827	.....	207,171
1893.....	6,588	28,187	198,777	16,751	23,870	.....	36,352	311,389	.....	344	.....	188,521	.....	188,818
1894.....	17,795	53,846	105,329	28,095	27,621	.....	46,416	198,358	.....	297	.....	149,490	.....	149,917
1895.....	10,169	27,831	100,512	7,901	17,020	.....	46,316	209,302	181	246	.....	207,348	.....	207,494
1896.....	16,221	34,878	175,091	11,128	16,137	.....	46,456	300,407	.....	146	.....	166,143	.....	166,123
1897.....	7,237	28,919	169,057	14,173	14,964	.....	41,887	276,242	965	15	.....	156,814	.....	157,927
1898.....	4,242	11,268	180,667	6,909	12,732	.....	22,671	209,656	770	339	.....	88,931	.....	89,481
1899.....	6,118	12,926	81,777	2,424	19,526	.....	18,198	141,892	351	1,046	.....	553	.....	553
1900.....	07,960	18,771	60,545	2,402	39,706	.....	14,248	145,787	83	953	.....	46,024	.....	46,977
1901.....	7,165	32,557	55,531	7,119	26,344	.....	14,016	143,732	.....	80	.....	46,702	.....	46,970
1902.....	13,785	32,639	66,111	7,418	10,006	.....	12,675	142,634	.....	214	.....	12,911	.....	13,125

\* Apples, meal of all kinds, peas, potatoes.

C.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland canal in transit between Ports in the United States during a series of forty-three years, ended December 31, 1913—*Concluded*.

YEARS.	VEGETABLE FOOD.										HEAVY GOODS.				
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	*Other Articles.	Total Articles.	Railway Iron.	Other Iron.	Sugar and Salt.	Coal.	Ores.	Total	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1903	6,082	15,439	108,917	11,433	6,112	4,174	13,568	165,725	459			113,072		113,555	
1904	8,556	14,269	60,964	16,621	16,497		13,079	129,986				63,882		63,882	
1905	24,054	15,483	93,622	9,197	10,892		9,682	162,930		1		73,461		73,465	
1906	15,215	15,410	135,410	9,296	11,323		10,678	195,132		169		33,523		33,692	
1907	18,898	21,892	124,474	2,812	4,741	2	22,001	191,820		30		110,347	4,050	114,420	
1908	17,694	24,651	99,830	7,448	2,070	2	21,363	172,788		5		158,351	1,400	159,751	
1909	15,452	17,940	100,967	4,224			22,683	161,266				131,131	1,531	132,667	
1910	11,859	10,717	126,938	3,840			8,751	161,925				201,893		201,893	
1911	2,852	4,950	116,705	2,160	1,400		7,565	132,072		1,863	26,303	223,942	4,483	256,491	
1912	9,878	15,911	91,254		7,407		12,714	133,317		300		166,419	4,979	182,776	
1913	11,967	20,258	114,662				8,685	162,979		505	18,387	237,230	5,202	261,324	

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



## SESSIONAL PAPER No. 20a

D.—STATEMENT showing the Quantity of Through freight passed Down the Welland canal in Canadian and United States Vessels entering the canal at Port Colborne, during the season of Navigation in 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912 and 1913.

Articles.	CANADIAN VESSELS.				UNITED STATES VESSELS.				Total.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	196	90,791	122	73,958	191	201,339	52	22,097	561	388,185
1902.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	82,954		85,973		52,889				221,816	
Corn.....	148		1,388		66,111				67,647	
Barley.....					7,418				7,418	
Oats.....	1,200		43		9,963				11,206	
Pease.....										
Rye.....	3,808				271				4,079	
Coal.....	3,977		25,732		13,497		8,332		51,538	
Miscellaneous merchandise.....	33,111		8,723		38,351		1,594		81,779	
Shingles, woodenware, &c.....	47		28		4				79	
Sawed lumber..... Ft. B.M.	13,218,960		3,256,187		25,437,287		19,540,426		61,452,860	
Square timber..... Cub. ft.	370,718		557,689				115,000		1,043,407	
Firewood..... Cords	56		40						96	
Staves..... No.			14,000						14,000	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	329	151,850	76	45,918	243	252,094	69	27,854	627	477,716
1903.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	149,378		38,473		60,514		6,305		254,670	
Corn.....	21,356		4,682		174,588		10,132		210,758	
Barley.....	2,580		667		11,409				14,656	
Oats.....	306		1,335		6,112				7,753	
Pease.....	63				22				85	
Rye.....					4,904				4,904	
Coal.....	389		12,991		8,133		8,496		30,009	
Miscellaneous merchandise.....	39,563		3,367		41,584		2,000		86,514	
Shingles, woodenware, &c.....			54						54	
Sawed lumber..... Ft. B.M.	12,841,552		1,625,855		17,871,652		14,733,677		47,072,736	
Square lumber..... Cub. ft.	572,000		660,000				84,200		1,316,200	
Firewood..... Cords			210		9				219	
Staves..... No.			641,000						641,000	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	228	157,539	55	39,375	205	187,748	42	15,918	530	400,580
1904.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	116,794		33,302		14,269				164,365	
Corn.....	12,768		7,814		95,862				116,444	
Barley.....	2,619		824		23,728				27,171	
Oats.....					16,261				16,261	
Pease.....					3				3	
Rye.....	1,925		7,187		17,133		7,668		33,913	
Coal.....	34,907				1,925				36,832	
Miscellaneous merchandise.....	29,567				60,548				90,115	
Shingles, woodenware, &c.....										
Sawed lumber..... Ft. B.M.	15,077,382		854,811		32,754,541		9,572,655		58,259,389	
Square timber..... Cub. ft.	944,508		744,000				149,000		1,837,508	
Firewood..... Cords					717				717	
Staves..... No.	634,000								634,000	

## D.—STATEMENT showing the Quantity of Through Freight passed Down the Welland canal in Canadian and United States Vessels, &amp;c.—Continued.

ARTICLES.	CANADIAN VESSELS.				AMERICAN VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	252	182,373	91	48,692	319	286,656	64	29,120	726	546,841
1905.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Wheat.....	188,706	18,575	28,757	2,512	238,550					
Corn.....	6,385	6,636	163,374	4,526	180,921					
Barley.....	6,870	1,451	47,111		55,432					
Oats.....	8,225	2,570	21,535	3,742	36,072					
Pease.....			76		76					
Rye.....			1,171		1,711					
Coal.....	18,756	35,324	28,330	8,678	91,088					
Iron Ore.....	14,358	8,023			22,381					
Merchandise.....	29,375	7,485	74,975	3,126	114,961					
Shingles, woodenware, &c.....		2,748,941	2,325		2,325					
Sawed lumber..... Ft. B.M.	2,867,147		38,290,831	12,479,689	54,589,200					
Square timber..... Cub. ft.	355,000	951,524			528,000					
Firewood..... Cords		183,000	900		900					
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	328	238,690	121	66,355	305	310,622	43	15,758	797	631,425
1906.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Wheat.....	250,493	34,355	35,578		320,436					
Corn.....	8,177		202,250	1,378	49,306					
Barley.....	8,546	5,046	17,854		31,446					
Oats.....	21,900	16,083	11,323		49,306					
Pease.....			11		11					
Rye.....		5	1,406		1,411					
Coal.....	30,455	47,242	24,190	9,356	111,243					
Iron Ore.....	5,862				5,862					
Merchandise.....	35,383	7,009	110,263	50	152,705					
Shingles, woodenware, &c.....	16	37	851		904					
Sawed lumber..... Ft. B.M.	3,471,514	235,624	25,711,196	10,789,755	40,188,089					
Square timber..... Cub.ft.	375,000	200,000			375,000					
Firewood..... Cords	110	18	1,093		1,221					
Staves..... No.			300,000		300,000					
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	375	290,509	148	81,070	408	397,616	76	36,921	1007	806,116
1907.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Wheat.....	294,298	50,808	130,818	4,429	480,303					
Corn.....	6,713	514	259,895	4,571	271,693					
Barley.....	8,726	468	4,046		13,240					
Oats.....	49,689	16,647	7,033		73,369					
Pease.....			25		25					
Rye.....			2,270		2,270					
Coal.....	31,506	57,373	50,183	14,493	143,555					
Iron Ore.....	12,040	8,950			20,990					
Merchandise.....	21,545	9,436	5,231	6,285	42,447					
Shingles, woodenware, &c.....			2,222		2,222					
Sawed lumber..... Ft. B.M.			14,395,124	11,201,446	25,596,570					
Square timber..... Cub. ft.	558,090	223,000			881,090					
Firewood..... Cords			660		660					

SESSIONAL PAPER No. 20a

D.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal in Canadian and United States Vessels, &amp;c.—Continued.

ARTICLES.	CANADIAN VESSELS.				AMERICAN VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	567	432,623	149	64,034	428	319,030	36	19,866	1180	835,553
1908.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Wheat.....	505,151	39,001	183,011	3,498	730,751					
Corn.....	2,405	124,997	127,402							
Barley.....	19,775	1,133	10,264	31,172						
Oats.....	30,091	643	2,689	33,423						
Pease.....	742	40	40	40						
Rye.....	33,733	42,656	5,925	6,667						
Coal.....	26,815	14,783	57,448	8,344	148,181					
Merchandise.....	70	14,410	13,686	69,694						
Firewood.....	70	1,173	1,243							
Sawed lumber..... Ft. B.M.	17,572,070	6,578,545	24,150,615							
Square timber..... Cub.ft	221,300	313,000	534,300							
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	555	486,406	136	71,034	323	324,576	26	17,317	1040	899,333
1909.	Tons.	Tons.	Tons.	Tons.	Tons.					
Wheat.....	415,208	34,902	133,172	583,283						
Corn.....	6,694	134,208	140,902							
Barley.....	17,943	360	4,848	23,151						
Oats.....	70,392	4,743	75,135							
Pease.....	33	63	63							
Rye.....	33	33								
Coal.....	160,475	53,681	21,097	630	235,883					
Merchandise.....	52,994	14,732	12,232	16,498	96,506					
Sawed lumber.....	31,643	10,214	41,857							
Square timber.....	3,450	7,840	125	1,475	12,890					
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	596	599,416	142	88,963	249	285,704	14	13,563	1001	987,646
1910.	Tons.	Tons.	Tons.	Tons.	Tons.					
Wheat.....	481,624	22,200	77,040	580,864						
Corn.....	15,759	214,221	229,980							
Barley.....	17,159	576	3,840	21,575						
Oats.....	135,743	490	136,233							
Pease.....	123	123								
Rye.....	894	361,990								
Coal.....	216,679	114,671	29,646	20,466	96,664					
Merchandise.....	39,149	15,231	21,818	21,575						
Sawed lumber.....	3,630	800	16,932	21,362						
Square timber.....	1,930	5,000	800	7,730						
Shingles.....	525	525								
Unremunerated.....	74,434	1,772	24,031	100,237						
Total.....	986,207	160,250	389,466	31,360	1,557,283					

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

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	640	670,037	122	83,755	270	304,171	48	42,830	1080	1,100,793
1911.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	483,984		24,826		49,330				558,140	
Corn.....	29,978		11,368		232,586				273,932	
Barley.....	14,382		240						14,622	
Oats.....	162,455		878						163,333	
Pease.....										
Rye.....	112								112	
Coal.....	230,809		79,311		40,109		22,489		372,718	
Merchandise.....	45,838		19,325		45,881		34,449		145,493	
Sawed lumber.....	300				25,361		9,020		34,781	
Square timber.....	3,260		4,500		2,277				10,037	
Shingles.....					60				60	
Unenumerated.....	95,017				14,386				109,403	
Total.....	1,066,135		140,448		409,990		65,958		1,682,513	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	774	790,044	152	95,202	450	427,226	52	33,102	1428	1,345,574
1912.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	603,854		78,794		111,284				793,932	
Corn.....	536		2,181		118,616				121,353	
Barley.....	22,022		353		2,866				25,241	
Oats.....	170,446		3,269		11,831				185,546	
Pease.....					150				150	
Rye.....					714				714	
Coal.....	331,536		44,212		154,653		3,800		534,201	
Merchandise.....	48,659		17,602		47,836		32,340		146,437	
Sawed lumber.....					22,689		15,361		38,050	
Square timber.....	9,000		8,660		1,409				19,069	
Shingles.....					250				250	
Unenumerated.....	73,387		1,186		69,367				143,940	
Total.....	1,259,440		156,257		541,665		51,501		2,008,863	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	1,043	1,081,973	148	104,194	375	386,284	28	18,908	1,594	1,590,459
1913.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	761,418		87,153		154,768				1,003,339	
Corn.....	1,549				142,805				144,354	
Barley.....	82,241		2,448		12,200				96,889	
Oats.....	188,442		1,937		9,415				199,794	
Pease.....										
Rye.....	3,136				3,731				6,867	
Coal.....	498,269		59,145		107,946		1,735		667,095	
Merchandise.....	59,375		18,701		28,825		21,008		127,909	
Sawed lumber.....	1,500				19,200		3,736		24,436	
Square timber.....	4,636		4,004		1,040				9,680	
Shingles.....										
Unenumerated.....	183,957		9,059		76,613		3,550		273,179	
Total.....	1,784,523		182,447		556,543		30,029		2,553,542	

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## WELLAND CANAL THROUGH FREIGHT—RECAPITULATION.

## WELLAND CANAL—WEST BOUND FREIGHT.

THE total quantity of Through Freight passed Up the Welland canal in Canadian and United States Vessels during the Season of Navigation in 1913 is as follows:—

Summary.	Tons.	Tons.
In Canadian steam vessels.....	537,755	
“ sail vessels.....	6,486	
Total quantity in Canadian vessels.....		544,241
In United States steam vessels.....	384,110	
“ sail vessels.....	2,758	
Total in United States vessels.....		386,868
Grand total freight passed Up the Welland canal in Canadian and United States vessels.....		931,109

STATEMENT of the Quantity of Through Freight passing Up and Down the Welland canal during the Season of Navigation in 1913.

Summary.	Tons.	Tons.
In Canadian steam vessels up.....	537,755	
“ “ down.....	1,784,523	
Total in Canadian steam vessels.....		2,322,278
In Canadian sail vessels up.....	6,486	
“ “ down.....	182,447	
Total in Canadian sail vessels.....		188,933
Total quantity in Canadian vessels.....		2,511,211
In United States steam vessels up.....	384,110	
“ “ down.....	560,093	
Total in United States steam vessels.....		944,203
In United States sail vessels up.....	2,758	
“ “ down.....	26,479	
Total in United States sail vessels.....		29,237
Total quantity in United States vessels.....		973,440
Total in Canadian and United States vessels.....		3,484,651
	Down or east bound.	Up or west bound.
In Canadian vessels.....	1,966,970	544,241
In United States vessels.....	586,572	386,868
Total.....	2,553,542	931,109

F.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence canals, to Montreal, during the Seasons of Navigation 1901 to 1913.

Articles.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 2.</i>													
Cement and water lime				35	22				5,652	484			270
Clay, lime and sand		50		8,170	10								
Iron, railway				1,651	384	269	124	553	12,689	7,154	1,901	28,996	5,402
“ pig.				16	48						34,540		
“ all other.													
Steel, for cutting.				1			9,936						
Apples			2,206	9,697	43,607	21,196	9,936	24,318	19,143	20,000	14,853	20,572	60,854
Barley			123,864	55,021	84,204	55,559	105,984	10,454	17,137	77,612	134,239	7,345	9,344
Corn.	14,319	1,719	3,643	212	15,694	80,570	49,159	27,500	19,634	6,607	11,696	15,413	117,548
Flaxseed.	4,005	6,755	16,151	24,662	14,571	9,174	3,730	5,028	21,905	27,081	44,588	38,026	34,152
Flour.	1,400		348	57	270	60		156		10,323	3,907		
Meal, all kinds.	35												
Oats.	1,584	1,442	2,438	21,401	21,401	37,164	66,941	28,081	65,624	129,900	147,180	164,581	72,733
Oil cake.	1,083		462	7,846	9,229								
Oil cask.			63						30		20	10	
Pease.					1,711	1,405	2,266	6,662	120			714	4,567
Rye.	2,561	4,079	4,260	615	168	75	143	419				931	686
Salt.	50		132				20						
Sell.													
Seed, all kinds.													
Hay, pressed.	246												
Tobacco, raw.	23												
Wheat.	132,702	200,975	226,746	133,528	190,505	289,611	450,446	686,626	550,775	562,149	541,174	768,633	763,851
All other agricultural products, vegetables, hides, skins, horns and hoofs.				10		2			5,876				
Horses.													
Lard and lard oil.	1,155				2,847	4,810							
Meats, all kinds.												41	
Pork.								524					
Tallow.	34												
All other agricultural products, animal.			3		53								
Total, class 3.	161,849	220,805	382,858	241,522	384,727	499,895	688,749	790,321	718,951	841,310	934,158	1,045,262	1,069,500



G.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland canals to Lake Erie, during the Seasons of Navigation in 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1909, 1910, 1911, 1912 and 1913.

Articles.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1909.	1910.	1911.	1912.	1913.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>												
Bricks.....	196	22	80	115	132		556					
Brimstone.....	5	20	23	12								
Cement and water lime.....	2,916	178	3,924	39	181	88	100	400	17,565	8,625	40,074	36,890
Clay, lime and sand.....	2	1	181									
Cotton, raw.....	8		23	4			39					
Fish.....			8									
Gypsum.....	748	11,735	39,641	283	126	7,289	4,119	7,231	2,000	2,300	2,598	675
Iron, railway.....		558	273		312	680	7,653					
“ pig.....	4,950	2,904	5,845	3,782	3,633	8,235	6,987		540			
“ all other.....	75	4	87	99	150	17						
Salt.....	3	11	332	58	192	111	2,561	35,153		22,352	66,544	49,692
Steel.....				41								
Stone for cutting.....	16				18			30	255			
Flour.....												
Hay.....				25					1,113			
Meals.....			17									
Oats.....												
Potatoes.....												
Seeds, all kinds.....	302	58	325	164	35		17					
Tobacco, raw.....		1	2									
Agricultural products, not enumerated, vegetable.....	1				127							
Hides and skins.....		16	6									
Horses.....												
Lard and lard oil.....		11			28	20	1					
Meats, other than pork.....							15					
Pork.....										150	150	25
Wool.....												
All other articles not enumerated.....												
Total, class 3.....	9,222	15,520	59,768	4,647	4,334	16,457	22,076	43,039	21,278	34,427	109,366	87,282





H.—STATEMENT showing the Quantity of Freight passed Eastward and Westward through the Welland canal, from United States Ports to United States Ports, during the Seasons of Navigation from 1901 to 1913, inclusive.

Articles.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>													
Bricks.....										2,000			11,060
Cement and water lime.....							20				91		
Fish.....													
Iron, railway.....													
" all other.....		30			1	27					1,863	300	505
Salt.....	105												238
Steel.....						2	509	9,086					
Stone for cutting.....													
Apples.....													
Barley.....	7,418		11,433	16,621	9,197	9,356	2,812	7,148	4,224	3,840		2,160	
Corn.....	55,531	66,111	108,917	60,964	93,622	153,210	124,474	99,830	100,967	126,938	116,705	91,254	114,662
Flour.....	17,168	13,785	6,082	8,556	24,054	15,215	18,898	17,694		11,859	2,852	9,878	11,967
Hay, pressed.....		200			200								
Meal, all kinds.....	14,016	12,675	13,546	13,075	9,606	10,668	21,976	21,353		8,621	7,565	12,569	8,655
Marble.....					87								
Nails.....					1								
Oil cake.....	1,302	110	740	16,497	228		114						
Oats.....	26,344	10,006	6,112	3	10,892	11,323	4,741	2,070				1,400	7,407
Pease.....			22		76	11	25	40	63	123		150	
Potatoes.....													
Rye.....			4,174				2						
Flax seed.....			1,591			756			2				
Seeds, all kinds.....		10	27		45	3	17		15,452				
Tobacco.....	23,537												
Wheat.....		32,639	15,436	14,269	15,483	13,440	21,802	24,651	17,940	10,717	4,950	15,911	20,258
Agricultural products, vegetable.....	10		1			1	7		22,620		19	37	
Hides and skins, &c.....								21	315	233			
Horses.....	1,680	2,413	2			22	86						
Lard and lard oil, &c.....													
Meats, other than pork.....	970	632	152	379	273	268	429	190					
Pork.....													
Sheep.....	119												
Tallow.....	3	732	482	134	21	88	30		157	233			
Wool.....													
Total, class 3.....	147,947	146,581	168,720	130,301	163,301	196,301	196,061	182,085	161,738	164,564	134,054	133,659	184,782



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## L.—STATEMENT of the quantity of Grain Transhipped to the following Ports for the season of 1913.

Ports.	Wheat.	Oats.	Barley.	Corn.	Other grain.	Total.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Tons.
Kingston.....	5,943,567	1,942,590	1,633,418	78,465	77,858	9,675,898	255,010
Prescott.....	232,367	167,589	51,417	58,715	.....	510,088	12,698
Ogdensburg.....	.....	.....	.....	75,000	.....	75,000	2,100
Total bushels..	6,175,934	2,110,179	1,684,835	212,180	77,858	10,260,986	.....
Total tons....	185,278	35,873	40,536	5,941	2,180	.....	269,808

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M.—The quantity of Coal passed through the Welland canal during a series of years from 1885 to 1913 inclusive, as follows:—

Years.	From Canadian Ports to Canadian Ports.	From Canadian Ports to Canadian Ports.	From United States Ports to United States Ports.		From United States Ports to Canadian Ports		Total.
	Up.	Down.	Up.	Down.	Up.	Down.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1885.			193,442	4,974	10,321	31,350	240,087
1886.			184,564	5,400	22,187	49,724	261,875
1887.			81,617	1,163	26,775	25,968	135,523
1888.			172,381	878	17,365	27,183	217,807
1889.			226,352	1,124	12,036	25,931	265,443
1890.	80		116,616	615	17,280	22,781	202,372
1891.			185,190	1,382	17,374	20,698	221,644
1892.			183,244	651	12,391	15,330	211,616
1893.			204,704	2,123	8,325	17,944	233,096
1894.			187,794	727	1,269	13,947	203,737
1895.	4		148,887	603	1,565	7,807	158,866
1896.	20	210	206,093	1,255	4,127	11,740	223,443
1897.		4	165,143		1,277	9,799	176,225
1898.			156,055	759	986	4,536	162,336
1899.			86,638	2,293	525	8,276	97,732
1900.	8		45,032	992		1,360	47,322
1901.			46,345	357	456	2,322	49,480
1902.			12,410	501	65	51,037	64,013
1903.	3		113,076		4,796	30,009	147,884
1904.	2,919		62,782	1,100	3,711	32,813	103,325
1905.			70,118	3,346	11,436	37,742	172,642
1906.	60		29,123	4,400	7,161	106,843	147,587
1907.	2,857		110,347		10,453	143,555	267,212
1908.	4,401		158,351		5,988	148,181	316,921
1909.			130,731	400	11,067	235,483	377,681
1910.	2,045		197,482	4,411	15,974	357,579	577,491
1911.	731		221,752	2,160	24,451	370,558	619,682
1912.			163,461	2,958	12,034	531,243	709,696
1913.			235,730	1,500	42,965	665,595	945,790

N.—STATEMENT showing the quantity of Coal passed through the whole length of the St. Lawrence canals during the season of 1885 to 1913, inclusive.

Years.	Quantity	Quantity	Total
	passed up.	passed down to Montreal.	Quantity passed up and down.
	Tons.	Tons.	Tons.
1885.....	5,035	122,829	127,864
1886.....	3,301	118,802	122,103
1887.....	7,579	121,618	129,197
1888.....	8,341	123,050	131,391
1889.....	5,360	124,290	129,650
1890.....	6,538	135,168	141,706
1891.....	7,951	141,701	149,652
1892.....	7,543	157,134	164,677
1893.....	2,285	147,139	149,424
1894.....	16,213	169,552	185,765
1895.....		165,151	165,151
1896.....	689	161,551	162,240
1897.....	40	164,963	165,003
1898.....	400	175,609	176,009
1899.....	448	201,546	201,994
1900.....	10	280,169	280,179
1901.....	2,765	298,245	301,010
1902.....	9,231	95,702	104,933
1903.....	30	280,548	290,573
1904.....	9,670	320,973	330,643
1905.....	8,518	345,589	354,107
1906.....	6,989	313,080	320,069
1907.....	1,281	406,978	408,259
1908.....	23,929	448,140	472,079
1909.....	13,543	469,635	483,238
1910.....	7,351	746,926	754,277
1911.....	6,220	756,474	762,704
1912.....	9,300	903,237	912,537
1913.....	3,500	1,225,288	1,228,788

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O.—STATEMENT showing the quantity of Through Freight passed down the Welland canal, &amp;c.

## RECAPITULATION.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1902.	Tons.	Tons.	Tons.
Barley.....			7,418
Corn.....	1,719	10,335	55,583
Oats.....	1,412		9,764
Pease.....			
Rye.....	4,079		
Wheat.....	200,075	12,452	8,389
Total, grain.....	208,215	22,787	81,165
Other articles.....	42,260	32,946	179,914
Total.....	250,475	55,733	261,078
1903.			
Barley.....	2,206	1,017	11,433
Corn.....	116,223	13,846	80,689
Oats.....	2,438		5,315
Pease.....	63		22
Rye.....	4,200		644
Wheat.....	226,746	14,199	13,725
Total, grain.....	1351,936	29,062	111,828
Other articles.....	38,850	82,298	101,621
Total.....	390,786	111,360	213,449
1904.			
Barley.....	9,697	853	16,621
Corn.....	55,021	3,950	57,473
Oats.....			16,497
Pease.....			
Rye.....			3
Wheat.....	133,528	18,908	11,929
Total, grain.....	198,246	23,711	102,523
Other articles.....	77,031	80,092	138,475
Total.....	375,277	103,803	240,998
1905.			
Barley.....	43,607	2,628	9,197
Corn.....	84,204	3,095	93,622
Oats.....	21,404	3,776	10,892
Pease.....			76
Rye.....	1,711		
Wheat.....	190,505	32,502	15,483
Total, grain.....	**341,431	42,061	129,270
Other articles.....	107,273	123,225	104,747
Total.....	448,704	165,286	234,017

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O.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal, &amp;c.—Continued.

## RECAPITULATION—Continued.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
	Tons.	Tons.	Tons.
1906.			
Barley.....	21,196	984	9,266
Corn.....	55,559	15,688	140,558
Oats.....	37,164	819	11,323
Pease.....	.....	11	.....
Rye.....	1,405	6	.....
Wheat.....	***289,611	15,843	14,972
Total grain .....	404,935	33,351	176,119
Other articles.....	118,224	176,277	59,884
Total.....	523,159	209,628	236,003
1907.			
Barley.....	9,936	492	2,812
Corn.....	106,299	31,901	133,493
Oats.....	67,063	1,565	4,741
Pease.....	.....	.....	25
Rye.....	2,266	2	2
Wheat.....	450,009	8,072	22,222
Total grain .....	635,573	42,032	163,295
Other articles.....	153,594	126,423	93,127
Total.....	789,167	168,455	256,422
1908.			
Barley.....	24,318	3,546	3,308
Corn.....	10,454	11,489	105,459
Oats.....	28,081	3,272	2,070
Pease.....	.....	.....	40
Rye.....	6,662	3	2
Wheat.....	†686,626	19,832	24,293
Total grain .....	756,141	38,142	135,172
Other articles.....	108,785	162,378	91,875
Total.....	864,926	200,520	227,047
1909.			
Barley.....	19,143	.....	4,008
Corn.....	17,137	22,798	100,967
Oats.....	65,624	2,872	6,639
Pease.....	30	.....	33
Rye.....	33	.....	.....
Wheat.....	550,775	14,568	17,940
Total grain .....	652,742	40,238	129,587
Other articles.....	272,263	113,970	126,223
Total.....	925,005	154,208	255,810



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O.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal, &c.—*Concluded.*

RECAPITULATION—*Concluded.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1910.	Tons.	Tons.	Tons.
Barley.....	20,000		1,575
Corn.....	77,612	49,326	103,042
Oats.....	129,900	6,333	
Pease.....			123
Rye.....			
Wheat.....	562,149	7,998	10,717
Total grain.....	789,661	63,657	115,457
Other articles.....	380,500	152,325	55,683
Total.....	1,170,161	215,982	171,140
1911.			
Barley.....	14,331	291	
Corn.....	134,239	22,988	116,705
Oats.....	147,180	16,153	
Pease.....			
Rye.....		112	
Wheat.....	541,174	12,016	4,950
Total grain.....	836,924	51,560	121,655
Other articles.....	500,881	115,721	55,790
Total.....	1,337,805	167,281	177,445
1912.			
Barley..	20,572	218	4,451
Corn.....	7,345	1,372	112,616
Oats.....	164,581	20,965	
Pease.....	10	12	128
Rye.....	714		
Wheat.....	768,633	25,299	
Total grain.....	961,855	47,866	117,195
Other articles.....	598,108	214,395	69,444
Total.....	1,559,963	262,261	186,639
1913.			
Barley..	91,856	5,033	
Corn.....	9,344	20,348	114,662
Oats.....	173,827	18,560	7,407
Pease.....			
Rye.....	4,567	2,300	
Wheat.....	985,774	17,565	
Total, grain.....	1,265,368	63,806	122,069
Other articles.....	916,254	135,742	50,303
Total.....	2,181,622	199,548	172,372

TABLE 1.—COMPARATIVE STATEMENT OF Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation 1912 and 1913.

	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.		ORIGIN OF CARGO.		
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Total Tons.	Canadian.	United States.
1912.													
Sault Ste. Marie.....	770,976	2,162,521			1,867,181	32,253,916	1,326,457	473,944	3,921,497	35,748,158	38,669,655	4,090,362	35,579,293
Welland.....	440,946	975,826	16,883	857,777	3,699	180,319	12,084	866,349	825,722	2,026,193	2,851,915	1,533,116	1,298,799
St. Lawrence.....	678,046	1,371,077	280,428	3,699	235,437	500	1,098,424	958,881	2,518,307	3,477,188	3,477,188	2,340,143	1,137,045
Chambly.....	5,939	9,378	432,324				170,774	438,263	180,152	618,415	618,415	447,702	170,713
St. Peter's.....	33,375	40,934					300	33,575	41,234	74,809	74,809	74,509	300
Murray.....	162,155	5,429	300				1,331	163,321	6,760	170,081	170,081	167,520	2,561
Ottawa.....	53,092	283,637		51,886				56,827	335,523	392,350	392,350	383,515	8,835
Rideau.....	78,570	68,986		170			12,407	78,570	81,563	160,133	160,133	146,963	13,170
Trent.....	29,101	48,049						29,101	48,049	77,150	77,150	77,150	
St. Andrews.....	88,044	7,505						88,044	7,505	95,549	95,549	95,549	
Grand total.....	2,340,444	4,973,342	867,250	961,838	2,042,819	32,434,735	1,343,288	2,623,529	6,593,801	40,993,444	47,587,245	9,376,529	38,210,716
1913.													
Sault Ste. Marie.....	634,118	2,752,099	27,372	1,403,129	2,373,665	33,425,887	1,859,116	223,938	4,894,271	37,805,053	42,699,324	4,954,734	37,744,590
Welland.....	395,657	1,335,059	245,735	3,215	320,736	204,597	42,965	1,022,740	1,005,103	2,565,611	3,570,714	2,093,406	1,477,308
St. Lawrence.....	749,037	1,750,533	354,532	34,303			432	1,413,446	1,104,125	3,198,302	4,302,427	2,837,019	1,465,408
Chambly.....	8,354	10,096	339,113		126			198,039	347,467	208,135	555,602	358,801	196,801
St. Peter's.....	29,486	42,028						29,486	42,028	71,514	71,514	71,514	
Murray.....	168,614	4,670						1,692	170,306	10,270	180,576	162,065	18,481
Ottawa.....	51,428	273,652		37,616			2,742	54,170	311,268	365,438	365,438	338,463	6,973
Rideau.....	80,147	77,464	960					81,107	90,116	171,223	171,223	157,746	13,477
Trent.....	17,541	38,259						17,541	38,259	55,800	55,800	55,800	
St. Andrew's.....	78,538	2,757						78,538	2,757	81,295	81,295	81,295	
Grand total.....	2,212,928	6,286,637	967,712	1,478,293	2,694,527	33,630,484	1,906,947	2,876,415	7,752,114	44,271,799	52,053,913	11,130,875	40,923,038

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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 1913.

VESSELS.	TOTAL NUMBER OF TRIPS.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		TOTAL TONS.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
CANADIAN VESSELS.												
<i>Steam and Sail.</i>												
Sault Ste. Marie.....	3,279	1,582,432	1,584,759	93,623	64,171	973	4,641	339,263	133,572	2,006,291	1,787,143	3,793,434
Welland.....	2,411	786,785	798,430	373,524	830	2,558	.....	17,660	396,991	1,180,527	1,196,251	2,376,778
St. Lawrence.....	3,845	1,784,359	1,686,746	389,290	168	.....	590	.....	409,246	2,143,649	2,096,750	4,240,399
Chambly.....	472	27,988	28,074	4,292	.....	.....	.....	.....	1,786	32,280	29,860	62,140
St. Peters.....	1,324	50,581	44,309	.....	.....	.....	.....	.....	.....	50,581	44,309	94,890
Murray.....	1,224	220,172	127,266	31,535	38	.....	.....	1,252	15,231	252,959	142,535	395,494
Ottawa.....	2,647	238,891	256,738	.....	1,718	.....	.....	302	.....	230,193	258,456	497,649
Rideau.....	2,798	93,223	95,110	5,985	106	.....	.....	.....	6,474	39,208	101,690	200,898
Trent Valley.....	3,666	110,224	106,857	.....	.....	.....	.....	.....	.....	110,224	106,857	217,081
St. Andrews.....	988	99,980	99,298	.....	.....	.....	.....	.....	.....	99,980	99,298	199,278
Total Canadian.....	28,654	4,964,635	4,827,587	898,249	67,031	3,531	5,231	348,477	963,300	6,214,892	5,863,149	12,078,041
UNITED STATES VESSELS.												
Sault Ste. Marie.....	5,006	12,041	8,349	39,054	681,549	5,345,574	15,371,416	689,357	33,667	6,086,026	16,094,981	22,181,007
Welland.....	818	4,000	911	77,804	1,545	289,480	195,787	9,269	208,961	380,553	407,199	787,752
St. Lawrence.....	1,811	32,066	15,786	421,813	13,886	22,728	268	441	454,353	477,078	484,293	961,371
Chambly.....	2,725	111	2,820	133,852	.....	.....	.....	.....	136,888	133,963	139,708	273,671
St. Peters.....	13	88	383	.....	267	.....	.....	310	.....	398	650	1,048
Murray.....	53	293	53	859	242	202	33	301	150	1,655	478	2,135
Ottawa.....	291	11,628	442	.....	14,114	.....	.....	3,534	.....	15,162	14,556	29,718
Rideau.....	22	1,044	1,044	.....	.....	.....	.....	.....	.....	1,044	1,044	2,088
Trent Valley.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Andrews.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total United States.....	10,739	61,301	29,788	673,382	711,603	5,637,984	15,567,498	703,212	824,019	7,095,879	17,142,906	24,298,788
Grand total Canadian and United States.....	39,393	5,025,936	4,857,375	1,571,631	778,634	5,661,515	15,572,730	1,051,689	1,757,319	13,310,771	23,006,058	36,316,829

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TABLE 3.—STATEMENT showing the Number, Tonnage and Nationality of Vessels

VESSELS.	Total Numbr	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.	
		Up.	Down.	Up.	Down.
SAULT STE. MARIE CANAL.					
Canadian vessels, steam.....	3,003	1,553,789	1,556,456	93,623	64,171
“ “ sail.....	276	28,643	28,303	.....	.....
Total Canadian.....	3,279	1,582,432	1,584,759	93,623	64,171
United States vessels, steam.....	4,996	11,891	8,286	39,054	681,549
“ “ sail.....	10	150	63	.....	.....
Total United States.....	5,006	12,041	8,349	39,054	681,549
Grand total, Sault Ste. Marie canal.....	8,285	1,594,473	1,593,108	132,677	745,720
WELLAND CANAL.					
Canadian vessels, steam.....	2,111	723,613	735,097	330,557	830
“ “ sail.....	300	63,172	63,333	42,967	.....
Total Canadian.....	2,411	786,785	798,430	373,524	830
United States vessels, steam.....	756	4,000	425	73,181	1,075
“ “ sail.....	62	.....	486	4,623	470
Total United States.....	818	4,000	911	77,804	1,545
Grand total, Welland canal.....	3,229	790,785	799,341	451,328	2,375
ST. LAWRENCE CANALS.					
Canadian vessels, steam.....	4,997	1,065,517	1,026,880	374,659	163
“ “ sail.....	4,848	688,842	659,866	14,631	.....
Total Canadian.....	9,845	1,754,359	1,686,746	389,290	168
United States vessels, steam.....	1,208	8,713	5,993	397,206	39
“ “ sail.....	603	23,383	9,793	24,607	13,847
Total United States.....	1,811	32,096	15,796	421,813	13,886
Grand total, St. Lawrence canals.....	11,656	1,786,455	1,702,542	811,103	14,054
CHAMBLY CANAL.					
Canadian vessels, steam.....	290	22,806	23,228	.....	.....
“ “ sail.....	182	5,182	4,846	4,292	.....
Total Canadian.....	472	27,988	28,074	4,292	.....
United States vessels, steam.....	.....	.....	.....	.....	.....
“ “ sail.....	2,725	111	2,280	133,852	.....
Total United States.....	2,725	111	2,820	133,852	.....
Grand total, Chambly canal.....	3,197	28,099	30,894	138,144	.....

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passed through the several canals, during the Season of Navigation in 1913.

FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		Tons.		TOTAL TONS.
Up.	Down.	Up.	Down.	Up.	Down.	
973	4,641	329,163	133,572	1,977,548	1,758,840	3,736,388
		100		28,743	28,303	57,046
973	4,641	329,263	133,572	2,006,291	1,787,143	3,793,434
5,344,768	15,370,402	685,744	33,667	6,081,457	16,093,904	22,175,361
806	1,014	3,613		4,569	1,077	5,646
5,345,574	15,371,416	689,357	33,667	6,086,026	16,094,981	22,181,007
5,346,547	15,376,057	1,018,620	167,239	8,092,317	17,882,124	25,974,441
2,367		17,660	356,004	1,074,197	1,091,931	2,166,128
191			40,987	106,330	104,320	210,650
2,558		17,660	396,991	1,180,527	1,196,251	2,376,778
283,204	192,225	8,429	193,336	368,814	387,061	755,875
6,276	3,557	840	15,625	11,739	20,138	31,877
289,480	195,782	9,269	208,961	380,553	407,199	787,752
292,038	195,782	26,929	605,952	1,561,080	1,603,450	3,164,530
	590		381,518	1,440,176	1,409,156	2,849,332
			27,728	703,473	687,594	1,391,067
	590		409,246	2,143,649	2,096,750	4,240,399
22,728	18		420,307	428,647	426,357	855,004
	250	441	34,046	48,431	57,936	106,367
22,728	268	441	454,353	477,078	484,293	961,371
22,728	858	441	863,599	2,620,727	2,581,043	5,201,770
				22,806	23,228	46,034
			1,786	9,474	6,632	16,106
			1,786	32,280	29,860	62,140
			136,888	133,963	139,708	273,671
			136,888	133,963	139,708	273,671
			138,674	166,243	169,568	335,811

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TABLE 3.—STATEMENT showing the Number, Tonnage and Nationality of Vessels

VESSELS.	Total Numbr	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.	
		Up.	Down.	Up.	Down.
<b>ST. PETER'S CANAL.</b>					
Canadian vessels, steam.....	382	24,761	16,481		
“ “ sail.....	942	25,820	27,828		
Total Canadian.....	1,324	50,581	44,309		
United States vessels, steam.....	6	88	157		88
“ “ sail.....	7		226		179
Total United States.....	13	88	383		267
Grand total, St. Peter's canal.....	1,337	50,669	44,692		267
<b>MURRAY CANAL.</b>					
Canadian vessels, steam.....	887	173,463	85,034	24,535	38
“ “ sail.....	337	46,709	42,232	7,000	
Total Canadian.....	1,224	220,172	127,266	31,535	38
United States vessels, steam.....	51	293	53	451	242
“ “ sail.....	2			408	
Total United States.....	53	293	53	859	242
Grand total, Murray canal.....	1,277	220,465	127,319	32,394	280
<b>OTTAWA CANALS.</b>					
Canadian vessels, steam.....	1,007	102,339	109,138		1,121
“ “ sail.....	1,640	136,552	147,600		597
Total Canadian.....	2,647	238,891	256,738		1,718
United States vessels, steam.....					
“ “ sail.....	291	11,628	442		14,114
Total United States.....	291	11,628	442		14,114
Grand total, Ottawa Canals.....	2,938	250,519	257,180		15,832
<b>RIDEAU CANAL.</b>					
Canadian vessels, steam.....	2,185	56,702	59,320	5,985	106
“ “ sail.....	613	36,521	35,790		
Total Canadian.....	2,798	93,223	95,110	5,985	106
United States vessels, steam.....					
“ “ sail.....	22	1,044	1,044		
Total United States.....	22	1,044	1,044		
Grand total, Rideau canal.....	2,820	94,267	96,154	5,985	106

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FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		TOTAL TONS.
Up.	Down.	Up.	Down.	Up.	Down.	
				24,761	16,481	41,242
				25,820	27,828	53,648
				50,581	44,309	94,890
		157		245	245	490
		153		153	405	558
		310		398	650	1,048
		310		50,979	44,959	95,938
		962	13,951	198,960	99,023	297,983
		260	1,280	53,999	43,512	97,511
		1,252	15,231	252,959	142,535	395,494
202	33	301	150	1,247	478	1,725
				408		408
202	33	301	150	1,655	478	2,133
202	33	1,553	15,381	251,614	143,013	397,627
				102,339	110,259	212,598
		392		136,854	148,197	285,051
		392		239,193	258,456	497,649
		3,534		15,162	14,556	29,718
		3,534		15,162	14,556	29,718
		3,836		251,355	273,012	527,367
			6,474	62,687	65,900	128,587
				36,521	35,790	72,311
			6,474	99,208	101,690	200,898
				1,044	1,044	2,088
				1,044	1,044	2,088
			6,474	100,252	102,734	202,986

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TABLE 3.—STATEMENT showing the Number, Tonnage and Nationality of Vessels

VESSELS.	Total Number	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.	
		Up.	Down.	Up.	Down.
TRENT VALLEY CANALS.					
Canadian vessels, steam.....	3,021	83,250	80,525		
"    "    sail.....	645	26,974	26,332		
Total Canadian.....	3,666	110,224	106,857		
United States vessels, steam.....					
"    "    sail.....					
Total United States.....					
Grand total, Trent Valley canals....	3,666	110,224	106,857		
ST. ANDREW'S CANAL.					
Canadian vessels, steam.....	616	45,322	42,513		
"    "    sail.....	372	54,658	56,785		
Total Canadian.....	988	99,980	99,298		
United States vessels, steam.....					
"    "    sail.....					
Total United States.....					
Grand total, St. Andrew's canal.....	988	99,980	99,298		



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FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		TOTAL TONS.
Up.	Down.	Up.	Down.	Up.	Down.	
				83,250	80,525	163,775
				26,974	26,332	53,306
				110,224	106,857	217,081
				110,224	106,857	217,081
				45,322	42,513	87,835
				54,658	56,785	111,443
				99,980	99,298	199,278
				99,980	99,298	199,278

TABLE 4.—Comparative Statement of all the Canals, for the year ending December 31st, 1912 and 1913.

ARTICLES.	1912.	1913.	Increase.	Decrease.
<i>Class No. 1.</i>				
	Tons.	Tons.	Tons.	Tons.
Canadian vessels, steam.....	8,062,842	9,730,702	1,667,860	
“ sail.....	2,174,493	2,347,360	172,867	
United States vessels, steam.....	24,069,124	23,788,434		280,690
“ sail.....	567,066	450,333		116,733
Total, Class No. 1.....	34,873,525	36,316,829	1,840,727	397,423
<i>Class No. 2.</i>				
	No.	No.	No.	No.
Passengers.....	292,267	335,799	43,512	
<i>Class No. 3.</i>				
	Tons.	Tons.	Tons.	Tons.
Barley.....	266,789	423,728	216,939	
Buckwheat.....	253	5		248
Corn.....	148,218	176,490	28,272	
Oats.....	762,302	842,737	80,435	
Rye.....	13,263	13,620	357	
Flax.....	224,848	711,921	487,073	
Peas.....	228	375	147	
Wheat.....	5,122,696	5,956,153	833,457	
Flour.....	342,636	334,602		8,034
Hay.....	35,420	18,283		17,137
Other mill products.....	27,894	26,542		1,352
Fruit and vegetables.....	19,836	9,958		878
Potatoes.....	8,293	7,915		378
Live stock.....	1,692	2,826	1,134	
Poultry, game and fish.....	2,710	2,237		473
Dressed meats.....	346	168		178
Other packing house products.....	2,493	1,996		407
Hides and leather.....	493	70		423
Wool.....	1,075	228		847
All other animal products.....	11,469	11,774	305	
Total, Class No. 3.....	6,923,894	8,541,628	1,648,119	30,355
<i>Class No. 4.</i>				
Agricultural implements.....	42,116	28,290		13,817
Cement, bricks, lime.....	537,093	413,041		124,052
Household goods and furniture.....	2,958	3,948	990	
Iron, pig and bloom.....	99,251	67,646		31,605
“ and steel, all other.....	458,762	311,955		146,807
Petroleum and other oils.....	144,205	169,765	25,560	
Sugar.....	41,338	54,445	13,107	
Salt.....	23,071	20,775		2,296
Wines, liquors and beers.....	31,632	27,847		3,785
Merchandise not enumerated.....	848,522	783,978		64,544
Total, Class No. 4.....	2,228,948	1,881,699	39,657	386,906
<i>Class No. 5.</i>				
Pulpwood.....	762,156	980,726	218,570	
Sawed lumber.....	723,935	596,722		127,213
Squared timber.....	58,484	41,032		17,452
Shingles.....	6,851	7,296	445	
Other woods.....	83,196	53,149		30,047
Total, Class No. 5.....	1,634,622	1,678,925	219,015	174,712

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TABLE 4.—Comparative Statement of all the Canals, for the year ending December 31st, 1912 and 1913—*Concluded*.

Articles.	1912.	1913.	Increase.	Decrease.
<i>Class No. 6.</i>	Tons.	Tons.	Tons.	Tons.
Hard coal.....	1,178,917	1,503,412	324,495	.....
Soft coal.....	2,786,969	5,241,567	1,454,598	.....
Coke.....	12	2	.....	10
Copper ore.....	40,322	25,855	.....	14,467
Iron ore.....	31,219,646	32,498,724	1,279,078	.....
Other ore.....	57,951	32,192	.....	25,759
Sand, &c.....	515,994	649,909	133,915	.....
Total, Class No. 6.....	36,799,811	39,951,661	3,192,086	40,236
Grand total.....	47,587,245	52,053,913	5,098,877	632,209

Net increase, 4,466,668 tons.





TABLE 6.—SUMMARY STATEMENT OF Traffic on the undermentioned Canals, during the Season of Navigation ended 31st December, 1913, showing the total quantity of each description of property passed through.

Articles.	Sault Ste. Marie.	Welland.	St. Lawrence.	Chambly.	St. Peters.	Murray.	Ottawa.	Rideau.	Trent Valley.	St. Andrews.
<i>Class No. 1.—Vessels.</i>										
Vessels of all kinds.....	Tons. 25,974,441	Tons. 3,164,630	Tons. 5,201,770	Tons. 335,811	Tons. 95,998	Tons. 397,627	Tons. 527,367	Tons. 202,986	Tons. 217,081	Tons. 199,278
Passengers.....	No. 36,872	No. 1,620	No. 127,638	No. 2,507	No. 1,582	No. 20,210	No. 24,759	No. 19,653	No. 99,102	No. 1,796
<i>Forest Produce of Wood.</i>										
Pulpwood.....	Tons. 19,518	Tons. 290,669	Tons. 408,632	Tons. 208,218	Tons. 5,018	Tons. 55	Tons. 164,993	Tons. 6,496	Tons. 29,639	Tons. 8,554
Sawed lumber.....	32,461	25,028	220,876	126,296	2		1,557	30	2,202	516
Squared timber.....	3,450	9,080	23,707	1,443			1,144	19	1,144	19
Shingles.....	6,169		218	28	379	129	247	126	129	
Other woods.....	1,360	3,550	6,793	1,346	902		19,913	1,402	17,638	185
Total.....	62,958	337,927	660,226	337,331	6,301	55	186,710	27,331	50,812	9,274
<i>Animals and Produce of Animals</i>										
Live stock.....	7		1,308	344	21	2	962	28	156	
Poultry, game and fish.....	61	266	42	29	1,772	38	38	29	3	
Dressed meats.....			54	5	20		6			
Other packing house products.....	40		475	83	656		350	392		
Hides and leather.....			12	24				32	2	
Wool.....	90	95	35		1			7		
All other animal products.....			6,343	5	22	11	2,301	2,890	137	65
Total.....	198	361	8,269	490	2,492	13	3,657	3,458	298	65
<i>Agricultural Products.</i>										
Barley.....	234,245	96,869	92,264	13	4	267	18	17	11	
Buckwheat.....			5							
Corn.....		144,354	31,914	89	1		13	119		
Oats.....	461,635	199,794	176,279	868	3,856		31	134	98	42



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 1913.

Articles.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		ORIGIN OF CARGO.		
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Total Tons.	Canadian.	United States.
Agricultural implements		13,443							13,443		13,443		
All other animal													
Barley		143,913		28,617				3,441	234,245		234,245	175,971	58,274
Buckwheat					2,185				148,001		148,001	145,511	2,490
Cement, bricks, &c.	143,888		1,928		327,184				472,719		472,719		472,719
Coal, hard					1,995,701			1,682,230	3,680,632		3,680,632	50	3,680,582
Coal, soft	2,701												
Coke													
Corn													
Dressed meats		220,166		81,678				7,533	370,378		370,378	323,163	47,215
Flax		153,798		55,527				14,619	223,944		224,084	168,557	55,527
Flour	140								140				
Fruits and vegetables	1,535								1,535		1,535		
Hay													
Hides and leather		23							23		37	37	
Household goods	31,914				313				32,227		32,227		998
Iron, pig and bloom	84,895				18,573		4,180		107,618	6,118	113,796	86,474	27,322
Iron and steel, all other													
Live stock	7								7		7		
Merchandise	318,356	9,398	25,444	11,730	28,059	1,275	15		371,874	22,403	394,277	354,278	39,999
Oats	375,101			69,986		7,261			461,635		461,635	450,493	11,142
Other mill products	2,063					2,617		9,287	4,680		4,680	2,063	2,617
Other mill products—packing house													
“ products—		40								40	40	40	
“ woods	232	452		500				176	232	1,128	1,360	1,184	176
Ore, all other				6,800								6,800	
“ copper						25,855				25,855	25,855		25,855
“ iron		33,926		6,900		32,221,056		32,376	32,376	32,386,806	32,419,242	40,826	32,378,416
Peas	100								100		100		
Petroleum	5,195								5,195		5,195		
Poultry, game and fish		61							61		61		
Potatoes													
Pulpwood	18,414	1,050						54	18,468	1,050	19,518	19,464	54





TABLE 7, No. 2.—GENERAL STATEMENT showing the Quantity of each Article Transported on the Welland Canal during the Season of Navigation in 1913.

Articles.	FROM CANADIAN TO CANADIAN PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		Tons.		Total Tons.		ORIGIN OF CARGO.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Canadian.	United States.
	Agricultural imple- ments.....	13,443						13,443		13,443		13,489
All other animal.....												
Barley.....		84,689									96,889	2,897
Buckwheat.....												
Cement, bricks, &c....	102,743		3,428		11,060		106,171		11,580		106,171	11,580
Coal, hard.....					42,965		278,695		278,695		278,695	667,095
“ soft.....					1,500		665,595		667,095		667,095	667,095
Coke.....												
Corn.....					114,662		29,692		144,354		144,354	144,354
Dressed meats.....												
Flax.....		153,672							175,351		171,641	3,710
Flour.....		33,299			11,967		444		45,710		33,299	12,411
Fruits and vegetables.....												
Hay.....												
Hides and leather.....												
Household goods.....	193	4					40		193	44	237	5
Iron, pig and bloom.....	14,663	58	287				335		14,950	393	15,008	335
Iron and steel, all other.....	73,048	38	130				7,181		73,178	7,724	80,902	7,686
Lime stock.....							505					
Merchandise.....	105,497	422	13,849				2,587		180,280	12,064	192,344	73,033
Oats.....	185,183						7,204		199,794		192,008	7,726
Other mill products.....		1,555					300		10,540		1,555	8,985
“ packing house products.....												
Other woods.....							3,550		3,550		3,550	3,550
Ore, all other.....	20	11,704					5,202		5,222	11,704	16,926	5,202
“ copper.....												
“ iron.....												
Peas.....	100						36,220		36,220		36,220	36,220
Petroleum.....	405								100		100	53,000
Poultry, game and fish.....							53,885		90,271		37,799	53,000
Potatoes.....							266		266		266	266

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Pulpwood.....	73,741	225,928				299,669	299,669	2,184
Rye.....	560			6,307		6,867	4,683	2,184
Sand.....	150			150		150	150	
Sawed lumber.....	592	3,215		6,284		24,436	3,807	21,221
Shingles.....								
Square timber.....	800			8,880		9,680	800	8,880
Sugar.....	2,373	60	18,149	309	24,132	26,814	8,665	18,149
Salt.....	267		238	924	505	1,077	1,393	189
Wheat.....	824,714		20,258	160,390		1,005,362	895,621	109,741
Wines, liquors and beers	5,032	1,943	109	1,764	7,084	2,074	8,964	194
Wool.....	310	95			95		95	
Total freight.....	395,667	245,735	320,736	1,022,740	1,005,103	2,565,611	2,093,406	1,477,308
	\$	1,335,059	3,215	42,965	204,597	3,570,714		



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Pulpwood.....	560	225,928	3,215	320,736	204,597	42,965	1,022,740	931,109	2,553,542	3 484,651	2,007,343	1,477,308
Rye.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sand.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sawed lumber.....	592	.....	.....	.....	14,937	.....	6,307	.....	6,867	.....	225,928	2,184
Shingles.....	.....	.....	.....	.....	.....	.....	6,284	592	24,436	25,028	3,807	21,221
Square timber.....	800	.....	.....	.....	.....	.....	8,880	.....	9,680	9,680	800	8,880
Sugar.....	2,373	60	.....	18,149	.....	.....	309	24,132	2,682	26,814	8,665	18,149
Salt.....	153	.....	.....	238	.....	.....	924	505	1,077	1,582	1,393	189
Wheat.....	822,691	.....	.....	20,258	.....	.....	160,390	.....	1,003,339	1,003,339	893,598	109,741
Wines, liquors and beers	310	1,943	.....	109	.....	.....	1,764	7,084	2,074	9,158	8,964	194
Wool.....	.....	95	.....	.....	.....	.....	.....	95	.....	95	.....	.....
Total freight....	321,673	245,735	3,215	320,736	204,597	42,965	1,022,740	931,109	2,553,542	3 484,651	2,007,343	1,477,308





TABLE 7, No. 5.—GENERAL STATEMENT showing the Quantity of each Article Transported on the St. Lawrence Canals during the Season of Navigation in 1913.

Articles.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		TONS.		Total Tons.		ORIGIN OF CARGO.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Canadian.	United States.
Agricultural imple- ments.....	110	8							110	8			118	
All other animal.....	1,092	5,185			6			60	1,098	5,245			6,343	65
Barley.....	408	87,454					4,402		408	91,856			89,367	2,807
Buckwheat.....					2						3		3	2
Cement, bricks, &c.....	73,453	3,304					250		74,955	3,554			77,081	1,428
Coal, hard.....	592	3,943					612,156		850	616,009			616,996	615,353
“ soft.....	170,895	3,442			258		638,223		170,895	641,665			170,682	641,878
Coke.....	5,146	18,600					8,168		5,146	26,768			5,164	26,750
Corn.....	22	32							22	32			54	
Dressed meats.....	392	162,030					3,710		392	165,800			162,482	3,710
Flax.....	1,281	59,486							1,281	59,486			69,767	
Flour.....	367	4,744			2		15		369	4,759			5,111	17
Fruits and vegetables.....	3,970	1,364			5				3,975	1,364			5,339	
Hay.....		7			5				12				10	2
Hides and leather.....	835	1,872					36		849	1,908			2,751	6
Household goods.....	15,123	1,889			14		29		15,468	1,918			11,256	6,130
Iron, pig and bloom.....	93,423	6,081					5,476		93,347	11,557			97,130	7,173
Iron and steel, all other.....	111	1,197							111	1,197			1,308	8
Lavo stock.....	116,600	29,182			70		1,029		125,763	30,211			151,968	4,006
Merchandise.....	423	175,856							423	175,856			176,279	
Oats.....	4,995	3,256			1				4,996	3,256			8,252	1
Other mill products.....														
“ packing house pro- ducts.....	339	136							339	136			475	
“ woods.....	1,159	5,634							1,159	5,634			6,793	
Ore, all other.....	2,650								2,650				2,650	
“ copper.....														
“ iron.....	1	1							1	1			1	1
Peas.....	106	7							107	7			114	
Petroleum.....	1,648	23,401			1		45,402		1,695	68,803			25,125	45,373
Poultry, game and fish.....	3	38							4	41			41	1
Potatoes.....	100	532			9				109	532			639	2



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Pulpwood.....	69,022	465	339,145	408,167	465	408,632	408,632	408,632
Rye.....	1	4,567		1	4,567	4,568	3,452	1,116
Sand.....	90,674	104,959		90,674	105,161	195,835	186,731	9,104
Sawed lumber.....	59,946	122,743	3,879	63,830	137,046	220,876	220,571	305
Shingles.....	85	131		87	131	218		
Square timber.....	277	15,413		277	23,430	23,707	15,520	8,187
Sugar.....	14,278	1,147	30	14,308	948	15,256	15,256	
Salt.....	2,030	1,147		2,020	1,236	3,256	2,999	257
Wheat.....	8,237	900,433		8,237	986,075	994,312	905,608	87,704
Wines, liquors and beers	9,531	1,167	421	9,953	1,550	11,503	11,422	81
Wool.....	20		15	383		35		
Total freight.....	749,635	1,750,553	354,532	1,413,440	3,198,302	4,302,427	2,837,019	1,465,408

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 1913.

Articles.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		Total Tons.	ORIGIN OF CARGO.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
	Agricultural imple- ments.....	1								1		1	
All other animal.....	175	2,819					60		175	2,879	3,054	2,994	60
Barley.....		87,454					4,402			91,856	91,856	88,859	2,897
Buckwheat.....		3								3	3		
Cement, bricks, &c.....	42,694	230	1,500				250		44,194	480	44,674	44,424	250
Coal, hard.....	3,500	3,099					600,112		3,500	603,211	603,211	2,900	603,211
"    soft.....		622,077								622,077	622,577		622,577
Coke.....	1,814	1,176					8,168		1,814	9,344	11,158	1,814	9,344
Corn.....	20								20		20		
Dressed meats.....	392	161,530					3,710		392	165,240	165,922	161,922	3,710
Flax.....	16	37,243							16	37,243	37,259	37,259	
Flour.....	62	4,384					15		62	4,399	4,401	4,446	15
Fruits and vegetables.....		4								4	4		
Hay.....													
Hides and leather.....	463	1,605					36		463	1,641	2,104	2,104	
Household goods.....	5,303		345				29		5,648	117	5,765	5,736	29
Iron, pig and bloom.....	68,106	831	50				5,476		68,156	6,307	74,463	68,492	5,971
Iron and steel, all other.....		24								24	25	25	
Live stock.....	1						1,029		1	112,357	134,323	133,834	689
Merchandise.....	103,264	21,157	9,093						22,166	173,827	173,827	173,827	
Oats.....		173,827							234	748	982	982	
Other mill products.....	234	748											
"    packing house pro- ducts.....	33	37							33	37	70	70	
"    woods.....													
Ore, all other.....													
"    copper.....													
"    iron.....													
Peas.....	100	5							100	5	105	105	
Petroleum.....	651	23,025	47				45,402		698	68,427	69,125	23,752	45,373
Poultry, game and fish.....													
Potatoes.....	6								6		6	6	

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Pulpwood.....	68,329	165	407,474	165	407,639	407,639	407,639
Rye.....	.....	4,567	.....	4,567	4,567	3,451	1,116
Sand.....	190	.....	4,069	.....	4,069	4,069	.....
Sawed lumber.....	3,879	.....	.....	.....	.....	.....	.....
Shingles.....	.....	.....	8,017	11,987	11,987	3,970	8,017
Square timber.....	30	30	13,044	795	13,839	13,839	.....
Sugar.....	638	700	338	89	1,127	1,038	89
Salt.....	338	.....	85,642	985,774	985,849	898,145	87,704
Wheat.....	75	900,132	75	.....	.....	.....	.....
Wines, liquors and beers	8,146	421	8,567	1,298	9,865	9,785	80
Wool.....	20	15	35	.....	35	35	.....
Total freight.....	316,947	2,052,433	762,977	2,815,410	3,486,882	2,095,650	1,391,232

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 1913.

Articles.	FROM CANADIAN TO CANADIAN PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		ORIGIN OF CARGO.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Canadian.	United States.
Agricultural imple- ments.....	109	8					109	8	117	
All other animal.....	917	2,366	6				923	2,366	3,289	5
Barley.....	408						408		408	
Buckwheat.....			2							2
Cement, bricks, &c.....	30,759	3,074					30,761	3,074	33,835	2
Coal, hard.....	592	841			258	12,044	850	12,888	13,738	1,178
“ soft.....	167,395	3,442			16,146		167,395	19,588	167,782	19,201
Coke.....	3,332	17,424					3,332	17,424	3,350	17,406
Corn.....	2	32					2	32	34	
Dressed meats.....		580						580	560	
Flax.....	1,265	22,243					1,265	22,243	23,508	
Floor.....	305	360					307	360	667	2
Fruits and vegetables.....	3,970	1,360					3,975	1,360	5,335	
Hay.....			7				12		12	
Hides and leather.....	372	267					386	267	653	6
Household goods.....	9,820	1,801					9,820	1,801	5,520	6,101
Iron, pig and bloom.....	25,017	5,250			174		25,191	5,250	30,441	1,803
Iron and steel, all other.....	110	1,173					110	1,173	1,283	
Live stock.....	13,356	8,015			70		13,406	8,045	21,451	8
Merchandise.....	423	2,029					423	2,029	2,452	
Oats.....	4,761	2,508					4,762	2,508	7,270	1
Other mill products.....										
“ packing house products.....	306	99					306	99	405	
“ woods.....	1,159	5,634					1,159	5,634	6,793	
Ore, all other.....	2,650						2,650		2,650	2,650
“ copper.....										
“ iron.....	1	1					1	1	1	1
Peas.....	6	2					7	2	9	
Petroleum.....	997	376					997	376	1,373	
Poultry, game and fish.....	3	38					4	38	41	1

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	04	532	693	94	91	103	532	635	633	2
Potatoes.....	693	300				103	532	635	633	2
Pulpwood.....	1					693	300	993	993	
Rye.....	1					1		1	1	
Sand.....	90,674	104,959				90,674	105,161	195,835	186,731	9,104
Sawed lumber.....	59,756	122,743	34,303	5	202	59,761	157,046	216,807	216,502	305
Shingles.....	85	131				87	131	218	218	
Square timber.....	277	11,443		2		277	11,443	11,730	11,550	170
Sugar.....	1,264	153				1,264	153	1,417	1,417	
Salt.....	1,682	447				1,682	447	2,129	1,961	168
Wheat.....	8,162	301				8,162	301	8,463	8,463	
Wines, liquors and beers.....	1,385	252		1		1,386	252	1,637	1,637	1
Wool.....										
Total freight...	432,088	320,197	7	34,303	432	432,653	382,802	815,545	741,369	74,176



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Potatoes.....	11	103	.....	.....	.....	11	108	114	114	.....
Pulpwood.....	1	10	208,208	.....	.....	208,208	10	208,218	208,218	.....
Rye.....	15	60	.....	.....	.....	1	.....	1	1	.....
Sand.....	114	87	125,925	.....	19,797	15	19,857	19,872	75	19,797
Saved lumber.....	28	.....	.....	.....	170	28	257	126,296	126,296	.....
Shingles.....	.....	.....	.....	.....	.....	.....	.....	28	28	.....
Square timber.....	.....	.....	.....	.....	1,443	.....	1,443	1,443	1,443	.....
Sugar.....	180	6	.....	.....	.....	180	6	186	186	.....
Salt.....	408	6	.....	.....	168	408	174	582	414	168
Wheat.....	12	20	.....	.....	.....	12	20	32	32	.....
Wines, liquors and beers.....	73	4	.....	.....	.....	73	4	77	77	.....
Wool.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total freight...	8,354	10,096	339,113	.....	198,039	347,467	208,135	555,002	353,801	196,801

TABLE 7, No. 9.—GENERAL STATEMENT showing the Quantity of each Article Transported on the St. Peters Canal during the Season of Navigation in 1913.

Articles.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		Total Tons.	ORIGIN OF CARGO.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural imple- ments.....	18	5							18	5			23
All other animal.....	19	3							19	3			22
Barley.....	4								4				4
Buckwheat.....	346	33							346	33			379
Cement, bricks, &c.....	255	2							255	2			257
Coal, hard.....		36,551								36,551			36,551
“ soft.....													
Coke.....													
Corn.....	1								1				1
Dressed meats.....	19	1							19	1			20
Flax.....													
Flour.....	1,555	32							1,555	32			1,587
Fruits and vegetables.....	1,968	27							1,968	27			1,995
Hay.....	935	10							935	10			945
Hides and leather.....													
Household goods.....	27	10							27	10			37
Iron, pig and bloom.....	127								127				127
Iron and steel, all other.....	154	73							154	73			227
Live stock.....	21								21				21
Merchandise.....	3,522	990							3,522	990			4,512
Oats.....	3,856								3,856				3,856
Other mill products.....	954	84							954	84			1,038
“ packing house pro- ducts.....													
“ woods.....	633	23							633	23			656
Ore, all other.....	645	257							645	257			902
“ copper.....		274								274			274
“ iron.....													
Peas.....	13								13				13
Petroleum.....	994	41							994	41			1,035
Poultry, game and fish.....	321								321				321
Potatoes.....	6,487	7							6,487	7			6,494













TABLE 7, No. 12.—GENERAL STATEMENT showing the Quantity of each Article Transported on the Rideau Canal during the Season of Navigation in 1913.

Articles.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		TONS.		Total Tons.		ORIGIN OF CARGO.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Total Tons.	Total Tons.	Canadian.	United States.
Agricultural implem'ts.	597	390					597	390	987	987	987	
All other animal.	1,159	1,731					1,159	1,731	2,890	2,890		
Barley		17						17	17	17		
Buckwheat.												
Cement, bricks, etc.	109	228					109	228	337	337		
Coal, hard.	753	57			8,820		753	8,877	9,630	42		9,588
“ soft.	1,218	104			3,832		1,218	3,936	5,154	1,265		3,889
Coke.												
Corn.	27	92					27	92	119	119		
Dressed meats.	44	36					44	36	80	80		
Flax.												
Flour.	223	264					223	264	487	487		
Fruits and vegetables.	203	221					203	221	424	424		
Hay.	966	60					966	60	1,026	1,026		
Hides and leather.	29	3					29	3	32	32		
Household goods.	222	98					222	98	320	320		
Iron, pig and bloom.	914	52					914	52	966	966		
Iron and steel, all other.	1,902	141					1,902	141	2,043	2,043		
Live stock.	14	14					14	14	28	28		
Merchandise.	4,093	2,146					4,093	2,146	6,239	6,239		
Oats.	23	111					23	111	134	134		
Other mill products.	236	418					236	418	654	654		
“ packing house												
“ products.	286	106					286	106	392	392		
“ Woods.	1,236	166					1,236	166	1,402	1,402		
Ore, all other.			960				960		960	960		
“ copper.												
“ Iron.												
Peas.	6	1					6	1	7	7		
Petroleum.	607	472					607	472	1,079	1,079		
Poultry, game and fish.	27	2					27	2	29	29		
Potatoes.	95	15					95	15	110	110		
Pulpwood.	450	6,046					450	6,046	6,496	6,496		

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Rye.....	57,716	48,324	106,040	106,040	13,477
Sand.....	4,327	14,950	19,277	19,277	
Sawed lumber.....	101	25	126	126	
Shingles.....	6	24	30	30	
Square timber.....	613	221	834	834	
Sugar.....	1,044	278	1,322	1,322	
Salt.....	4	455	459	459	
Wheat.....	895	191	1,086	1,086	
Wines, liquors and beers.....	2	5	7	7	
Wool.....					
Total freight.....	80,147	77,464	171,223	157,746	13,477
		960	12,652	90,116	
				81,107	

TABLE 7, No. 13.—GENERAL STATEMENT showing the Quantity of each Article Transported on the Trent Valley Canals during the Season of Navigation in 1913.

Articles.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		ORIGIN OF CARGO.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Canadian.	United States.
Agricultural imple- ments.....	30	20					30	20		50
All other animal.....	106	31					106	31		137
Barley.....	11						11			11
Buckwheat.....	219	520					219	520		739
Cement, bricks, &c.....	92	37					92	37		129
Coal, hard.....	208	30					208	30		238
“ soft.....		2						2		2
Coke.....										
Corn.....	1	2					1	2		3
Dressed meats.....										
Flax.....	56	60					56	60		116
Fruit.....	3						3			3
Fruits and vegetables.....	180	27					180	27		207
Hay.....	2						2			2
Hides and leather.....	74	7					74	7		81
Household goods.....	10						10			10
Iron, pig and bloom.....	13						13			13
Iron and steel, all other.....	136	20					136	20		156
Live stock.....	902	509					902	509		1,411
Merchandise.....	94	4					94	4		98
Oats.....	103	77					103	77		180
Other mill products.....										
“ packing house products.....										
Other woods.....	10,443	7,255					10,443	7,255		17,698
Ors, all other.....		67						67		67
“ copper.....										
“ iron.....										
Peas.....	15						15			15
Petroleum.....	41	3					41	3		44
Poultry, game and fish.....										
Potatoes.....	82						82			82







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Pulpwood.....	8,505	49	8,505	49	8,554	8,544
Rye.....						
Sand.....	69,378	98	69,378	98	69,476	69,476
Sawed lumber.....		516		516	516	516
Shingles.....						
Square timber.....		19		19	19	19
Sugar.....						
Salt.....						
Wheat.....						
Wines, liquors and beers.....						
Wool.....						
Total freight.....	78,538	2,757	78,538	2,757	81,295	81,295

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TABLE 8.—Statement showing the Classified Tonnage of all kinds of Vessels

SAULT STE.

## CANADIAN.

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	5,000 to 6,506 tons.....	1	6,506	1	5,000 to — tons.....		
2	4,000 " 5,005 " .....	3	13,550	2	4,000 " 5,000 " .....		
3	3,000 " 4,000 " .....	2	6,800	3	3,000 " 4,000 " .....		
4	2,000 " 3,000 " .....	16	36,400	4	2,000 " 3,000 " .....		
5	1,000 " 2,000 " .....	66	86,350	5	1,000 " 2,000 " .....		
6	Under 1,000.....	47	15,550	6	Under 1,000.....	23	5,725
	Total.....	137	165,186		Total.....	23	5,725

## WELLAND

1	250 to 1,905 tons.....	97	100,950	1	250 to 1,225 tons.....	28	19,200
2	200 " 249 " .....	2	400	2	200 " 249 " .....		
3	150 " 199 " .....	2	350	3	150 " 199 " .....	3	475
4	100 " 149 " .....	2	250	4	100 " 149 " .....	1	125
5	50 " 99 " .....	8	600	5	50 " 99 " .....	3	190
6	Under 50 " .....	23	510	6	Under 50 " .....	4	35
	Total.....	134	103,060		Total.....	39	20,025

## ST. LAWRENCE

1	250 to 1,905 tons.....	103	100,985	1	250 to 1,226 tons.....	82	41,009
2	200 " 249 " .....	5	1,110	2	200 " 249 " .....	13	3,000
3	150 " 199 " .....	7	1,250	3	150 " 199 " .....	33	5,860
4	100 " 149 " .....	12	1,560	4	100 " 149 " .....	53	6,720
5	50 " 99 " .....	30	2,240	5	50 " 99 " .....	50	4,110
6	Under 50 " .....	61	1,575	6	Under 50 " .....	11	395
	Total.....	218	108,720		Total.....	242	61,094

## RIDEAU, OTTAWA

1	250 to 370 tons.....	6	1,830	1	250 to 320 tons.....	7	1,700
2	200 " 249 " .....			2	200 " 249 " .....	3	600
3	150 " 199 " .....	5	860	3	150 " 199 " .....	43	7,110
4	100 " 149 " .....	6	650	4	100 " 149 " .....	29	3,460
5	50 " 99 " .....	9	525	5	50 " 99 " .....	15	1,055
6	Under 50 " .....	35	560	6	Under 50 " .....	15	275
	Total.....	61	4,425		Total.....	112	14,200

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passed through the following Canals during the Season of Navigation in 1913.

## MARIE CANAL.

UNITED STATES.							
Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	5,000 to 6,498 tons.....	73	397,798	1	5,000 to ——— tons.....		
2	4,000 " 5,000 ".....	86	396,500	2	4,000 " 5,000 ".....	1	4,650
3	3,000 " 4,000 ".....	131	451,600	3	3,000 " 4,000 ".....		
4	2,000 " 3,000 ".....	37	98,350	4	2,000 " 3,000 ".....	1	2,200
5	1,000 " 2,000 ".....	30	47,050	5	1,000 " 2,000 ".....	1	1,000
6	Under 1,000 ".....	20	7,975	6	Under 1,000 ".....	4	2,200
	Total.....	377	1,399,273		Total.....	7	10,050

## CANAL.

1	250 to 1,750 tons.....	57	58,125	1	250 ton 2,040 tons.....	13	11,125
2	200 " 249 ".....	4	825	2	200 " 249 ".....	2	400
3	150 " 199 ".....	3	525	3	150 " 199 ".....	1	150
4	100 " 149 ".....	1	100	4	100 " 149 ".....	1	100
5	50 " 99 ".....	10	670	5	50 " 99 ".....	2	130
6	Under 50 ".....	30	365	6	Under 50 ".....	2	30
	Total.....	105	60,510		Total.....	21	11,935

## CANAL.

1	250 to 1,611 tons.....	36	35,289	1	250 to 700 tons.....	7	3,440
2	200 " 249 ".....	1	240	2	200 " 249 ".....		
3	150 " 199 ".....	2	350	3	150 " 199 ".....	1	190
4	100 " 149 ".....			4	100 " 149 ".....	28	3,270
5	50 " 99 ".....	5	360	5	50 " 99 ".....	106	10,040
6	Under 50 ".....	10	240	6	Under 50 ".....		
	Total.....	54	36,479		Total.....	142	16,940

## AND CHAMBLY CANALS.

1	250 to — tons.....			1	250 to — tons.....		
2	200 " 249 ".....			2	200 " 249 ".....		
3	150 " 199 ".....			3	150 " 199 ".....	6	960
4	100 " 149 ".....			4	100 " 149 ".....	145	16,210
5	50 " 99 ".....			5	50 " 99 ".....	331	31,115
6	Under 50 ".....	1	15	6	Under 50 ".....		
	Total.....	1	15		Total.....	482	47,285



## APPENDIX

# DOMINION CANALS

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

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

	Miles.
1. Lachine canal.....	8 $\frac{1}{2}$
Lake St. Louis and River St. Lawrence.....	16
2. Soulanges canal.....	14
Lake St. Francis and River St. Lawrence.....	31
3. Cornwall canal.....	11 $\frac{1}{4}$
River St. Lawrence.....	5
4. Farran's Point canal.....	1 $\frac{1}{2}$
River St. Lawrence.....	9 $\frac{1}{2}$
5. Rapide Plat canal.....	3 $\frac{3}{8}$
River St. Lawrence.....	4
6. Galops canal.....	7 $\frac{1}{3}$
River St. Lawrence and Lake Ontario.....	228
7. Welland canal.....	26 $\frac{3}{4}$
Lake Erie, Detroit river, Lake St. Clair, Lake Huron, &c.....	574
8. Sault Ste. Marie canal.....	1 $\frac{1}{4}$
Lake Superior to Port Arthur.....	272
Total.....	1,214
To Duluth.....	1,336
Chicago.....	1,240

*Second.—Ottawa to Lake Champlain.*

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

*Third.—Ottawa to Kingston and Perth.*

1. Rideau canal.

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

1. Trent canal (not completed).

*Fifth.—Ocean to Bras d'Or lakes.*

1. St. Peter's canal.

## RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,217 statute miles. The distance to Duluth is 2,339 statute miles. The distance to Chicago, 2,243 miles.

From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 1,003 miles. From Quebec to Montreal, the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826, the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869, this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5, of that year, assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

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

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

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

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 74 miles; total lockage (or height directly overcome by locks), 553¼ feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

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

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



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## LACHINE CANAL.

First construction commenced.....	1821
"    completed.....	1825
First enlargement commenced.....	1843
"    completed.....	1848
Second enlargement commenced.....	1873
"    completed.....	1901
Length of canal.....	8½ statute miles.
Number of locks.....	5
Dimensions of locks.....	270 feet by 45 feet.
Total rise of lockage.....	45 feet.
Depth of water on sills at two locks.....	18 "
"    "    at three locks.....	14 "
Average width of new canal.....	150 "

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

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

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bars the ascent to the River St. Lawrence. They are 1,006 miles distant from the Straits of Belle Isle.

## SOULANGES CANAL.

Construction commenced.....	1892
Open for traffic.....	1899
Length of canal.....	14 statute miles.
Number of locks, lift.....	4
"    "    guard.....	1
Dimensions of locks.....	280 feet by 45 feet.
Total rise of lockage.....	84 feet.
Depth of water on sills.....	15 "
Breadth of canal at bottom.....	100 "
Breadth of canal at water surface.....	164 "
Number of arc lights.....	219 of 2,000 c.p. each.

The canal extends from Cascade point to Coteau Landing, overcoming the Cascade, Rapids, Cedar rapid and Coteau rapids.

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

## CORNWALL CANAL.

Fisrt commenced, 9 feet.....	1844
"    opened.....	1847
Enlargement commenced.....	1897
"    completed.....	1900
Length of canal.....	11 statute miles.
Number of locks.....	6
Dimensions of Locks.....	270 feet by 75 feet.
Total rise of lockage.....	48 feet.
Depth of water on sills.....	14 "
Breadth of canal at bottom.....	90 "
Breadth of canal at water surface.....	154 "

The old lift locks, 200 feet by 55 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis, of 31 miles, which is being made navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault rapids from the town of Cornwall to Dickinson's landing.

### WILLIAMSBURG CANALS.

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

#### FARRAN'S POINT CANAL.

First commenced, 9 feet.....	1844
Opened.....	1847
Enlargement commenced.....	1897
“ completed.....	1900
Length of canal.....	1½ miles.
Number of locks.....	1 “
New lock.....	800 feet by 45 feet.
Old lock.....	200 “
Total rise of lockage.....	3½ feet.
Depth of water on sills of new lock.....	14 “
Depth of water on sills of old lock.....	9 “
Breadth of canal at bottom.....	90 “
Breadth of canal at water surface.....	154 “

From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

#### RAPIDE PLAT CANAL.

First commenced, 9 feet.....	1844
“ opened.....	1847
Enlargement commenced.....	1884
“ completed.....	1897
Length of canal.....	3⅔ miles.
Number of locks.....	2 “
Dimensions of locks.....	270 feet by 45 feet.
Total rise in lockage.....	11½ feet.
Depth of water on sills.....	14 “
Breadth of canal at bottom.....	80 “
Breadth of canal at surface of water.....	152 “

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

From the head of Farran's Point canal to the foot of Rapide Plat canal, there is a navigable stretch of 9½ miles. This canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

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## GALOPS CANAL.

First commenced, 9 feet.....	1844
Opened.....	1846
Enlargement commenced.....	1888
“    completed.....	1903
Length of canal.....	7 $\frac{3}{4}$ miles.
Number of locks.....	3
Dimensions of locks { one of which is { a guard lock } .....	{ 800 by 50. 270 by 45. 303 by 45.
Total rise of lockage.....	15 $\frac{1}{2}$ feet.
Depth of water on sills.....	14 “
Breadth of canal at bottom.....	80 “
Breadth of canal at surface of water.....	144 “

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable 4 $\frac{1}{2}$  miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

## MURRAY CANAL.

Construction begun.....	1882
Completed.....	1890
Length between eastern and western pier heads.....	5 1-6 miles.
Breadth at bottom.....	80 feet
Breadth at water surface.....	124
Depth below lowest known lake level.....	11
No locks.	

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinte and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

## WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

	Old Line.	Enlarged. or New Line.
Length of canal.....	27 $\frac{1}{2}$ miles.	26 $\frac{3}{4}$ miles.
Pairs of guard-gates (formerly 3).....	2	1
Number of locks { lift.....	26	25
{ guard.....	1	1
Dimensions..... { 1 lock 270 x 45		270 feet x 45 feet.
{ 1 lock 200 x 45		
{ 1 (tidal) 230 x 45		
{ 24 locks 150 x 26 ft. 6 in.		
Total rise of lockage.....	326 $\frac{3}{4}$ feet	326 $\frac{3}{4}$ feet.
Depth of water on sills.....	10 $\frac{1}{4}$ “	14 “
Construction commenced, 8 feet.....		1824
“    completed.....		1833
Enlargement commenced, 14 feet.....		1872
“    completed.....		1887

## WELLAND RIVER BRANCHES.

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

## GRAND RIVER FEEDER.

Length of canal.....	21 miles.
Number of locks.....	2
Dimensions of locks.....	1 of 150 by 26½ feet. 1 of 300 by 45 “ 28 “
Total rise of lockage.....	10 feet.
Depth of water on sills.....	9 feet.

## PORT MAITLAND BRANCH.

Length of canal.....	1¼ miles.
Number of locks.....	1
Dimensions of locks.....	185 feet by 45 feet.
Total rise of lockage.....	7 feet.
Depth of water on sills.....	7½ “

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

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

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

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 274 miles, and to Duluth 397 miles.

## SAULT STE. MARIE CANAL.

Construction commenced.....	1888
Opened for traffic.....	1895
Length of canal, between the extreme ends of the entrance piers.....	7,472 feet.
Number of locks.....	1
Dimensions of locks.....	900 feet by 60 feet.
Depth of water on sills (at lowest known water level).....	18 feet 3 inches.
Total rise of lockage.....	18 feet.
Breadth of canal at bottom.....	141 feet 8 inches.
Breadth at surface of water.....	150 feet.

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This canal has been constructed through St. Mary's island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory between Lakes Huron and Superior. The masonry pier of the bridge carrying the Canadian Pacific Railway over the canal, which stood in the channel of the canal, forming an obstruction to navigation, has been removed; the swing now spanning the full width of the channel or prism of the canal.

## MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of  $245\frac{3}{8}$  miles.

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

*Ottawa River Canals.*

The Ste. Anne's lock.	Grenville canal.
Carillon canal.	Rideau canal.

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

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

Sections of Navigation.	Inter- mediate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine canal.....	8 $\frac{1}{2}$	
From Lachine to Ste. Anne's lock.....	15 $\frac{1}{2}$	23 $\frac{3}{4}$
Ste. Anne's lock and piers.....	2 $\frac{5}{8}$	26 $\frac{1}{8}$
Ste. Anne's lock to Carillon canal.....	27 $\frac{3}{8}$	53 $\frac{1}{2}$
The Carillon canal.....	5 $\frac{1}{4}$	58 $\frac{3}{8}$
The Carillon to Grenville canal.....	6 $\frac{1}{4}$	64 $\frac{1}{2}$
The Grenville canal.....	5 $\frac{3}{4}$	70 $\frac{1}{4}$
From the Grenville canal to entrance of Rideau navigation.....	56	126 $\frac{3}{4}$
Rideau navigation ending at Kingston.....	126 $\frac{1}{4}$	252 $\frac{1}{4}$

## STE. ANNE'S LOCK.

Construction commenced.....	1814
"    completed.....	1816
Rebuilt of wood.....	1833
"    in masonry.....	1843

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

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

## THE CARILLON CANAL.

Construction commenced.....	1819
"    completed.....	1833
Enlargement commenced.....	1871
"    completed.....	1887
Length of canal.....	$\frac{3}{4}$ mile.
Number of locks.....	2
Dimensions of locks.....	200 x 45 feet.
Total rise or lockage.....	16 feet.
Depth of water on sills.....	9 "
Breadth of canal at bottom.....	100 "
Breadth of canal at water surface.....	110 "

This canal overcomes the Carillon rapids.

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

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

## GRENVILLE CANAL.

Construction commenced.....	1819
"    completed.....	1833
Enlargement commenced.....	1871
"    completed.....	1887
Length of canal.....	$5\frac{3}{4}$ miles.
Number of locks.....	5
Dimensions of locks.....	200 x 45 feet.
Total rise or lockage.....	$43\frac{3}{4}$ feet.
Depth of water on sills.....	9 "
Breadth of canal at bottom.....	40 to 50 feet.
Breadth of canal at surface of water.....	50 to 80 "

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

## RIDEAU NAVIGATION.

Construction commenced.....	1826
"    completed.....	1832

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

Length of navigation waters.....	126 $\frac{1}{4}$ miles.
Number of locks going from Ottawa to King- ston.....	35 ascending. 14 descending.
Total lockage.....	457 $\frac{1}{2}$ feet    292 $\frac{1}{2}$ rise and 165 $\frac{1}{4}$ fall        at low water.
Dimensions of locks.....	134 x 33 feet
Depth of water on sills.....	5 feet.
Navigation depth through the several reaches..	5 "
Breadth of canal reaches at bottom.....	60 ft. in earth. 54 feet in rock.
Breadth of canal at surface of water.....	80 feet in earth

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## PERTH BRANCH.

Construction commenced.....	1883
"    completed.....	1892
Length of canal.....	7 Miles.
Number of locks.....	2
Dimensions of locks.....	134 feet x 33 feet.
Total rise or lockage.....	26 "
Depth of water on sills.....	5 " 6 inches.
Length of dam.....	200 "
Breadth of canal at botton.....	{ 40 " in rock.
	{ 60 " in clay.
Breath of canal at surface of water.....	80 "

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

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

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

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolfe lake system.  
2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.

3. The southwest descending level to Kingston, supplied by the Mud lake system formerly known as the Devil lake system, discharging into Lake Openicon.

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

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

## RICHELIEU AND LAKE CHAMPLAIN.

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

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

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

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

## ST. OURS LOCK DAM.

Construction commenced.....	1844
"    completed.....	1849
Length.....	$\frac{1}{8}$ mile.
Number of locks.....	1
Dimensions of lock.....	200 feet by 45 feet.
Total rise of lockage.....	5 feet.
Depth of water on sills.....	7 feet at low water.
Length of dam in eastern channel.....	300 "
Length of dam in western channel.....	690 "

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

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

## CHAMBLY CANAL.

Construction commenced.....	1831
"    completed.....	1843
Length of canal.....	12 miles.
Number of locks.....	9
Dimensions of locks:—	
Guard lock, No. 1, at St. Johns.....	122 feet.
Lift " 2.....	124 "
"    " 3, 4, 5, 6.....	118 "
"    " 7, 8, 9 combined.....	125 "
Total rise or lockage.....	74 "
Depth of water on sills.....	$6\frac{1}{2}$ "
Breadth of canal at bottom.....	36 "
Breadth of canal at surface of water.....	60 "

} From  $22\frac{1}{2}$  to  
24 feet wide.

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

## TRENT CANAL.

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

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

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

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

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 155 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence by the River Severn to Georgian bay, Lake Huron; the total distance being about 200 miles of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial Government in 1837, was deferred. By certain works, however, below specified, sections



SESSIONAL PAPER No. 20a

of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog to Port Perry, a distance of 174 miles from Trenton.

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

From Trenton, Bay of Quinte to Nine Mile rapids..—	9
Nine Mile rapids to Percy Landing.....	19½
Percy landing to Heeley's Falls dam.....	14½
Heeley's Falls dam to Peterborough.....	51¾
Peterborough to Lakefield.....	9½
Lakefield to a point across Balsam lake.....	61
	132¼
	33

Total distance, Bay of Quinté to a point across Balsam lake 165¼

From Sturgeon point on Sturgeon lake, 48¾ miles from  
Lakefield, the branch through the town of Lindsay  
to Port Perry at the head of Lake Scugog..... 27

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

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

At Young's point, 5 miles from Lakefield, the dam between Lake Katchewanoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal.

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

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

At Bobcaygeon, 15¾ miles from Buckhorn rapids, a dam, 553 feet long, controls the water level to Fenelon falls.

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

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

1	Lock at Rosedale (maintained by the Ontario government), 100' x 30' x 4' 6" to 6' 6" depth water on mitre sill.
2	Locks at Fenelon..... 134'x33'x5' 0" to 7' 6" deep water on mitre sill
1	“ Lindsay..... 134'x33'x5' 0" to 7' 6" “ “
1	“ Bobcaygeon... 134'x33'x5' 8" to 7' 0" “ “
1	“ Buckhorn..... 134'x33'x5' 0" to 9' 0" “ “
1	“ Lovesick..... 134'x33'x5' 0" to 9' 4" “ “
2	“ Burleigh..... 134'x33'x6' 0" to 8' 0" “ “
1	“ Young's point. 134'x33'x5' 0" to 14' 0" “ “
1	“ Peterborough.. 134'x33'x5' 0" to 10' 0" “ “
1	“ Hastings..... 134'x33'x7' 0" to 10' 6" “ “
1	“ Chisholms..... 134'x33'x5' 0" to 8' 6" “ “

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

Construction commenced.....	1854
“ completed.....	1869
Enlargement begun.....	1875
“ completed.....	1881
Length of canal about 2,600 feet.	
Breadth at water line.....	50 feet.
Lock.....	One tidal lock, 4 pairs of gates.
Dimensions.....	200 feet by 48 feet.
Depth of water on sills.....	18 feet at lowest water.
Depth through canal.....	19 “
Extreme rise and fall of tide in St. Peter's bay.....	7 “

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

## BEAUHARNOIS CANAL.

Construction begun.....	1842
“ completed.....	1845
Length of canal.....	12 statute miles.
Number of locks.....	9
Dimensions of locks.....	200 feet by 45 feet.
Total rise or lockage.....	82½ “
Depth of water on sills.....	9 “
Breadth of canal at bottom.....	80 “
Breadth of canal at water surface.....	120 “

As the new Soulanges canal is now opened for navigation, the Beauharnois canal is abandoned for navigation purposes.

## EARLIER CANALS.

A system of three canals preceded the Beauharnois. These were:—

## COTEAU DU LAC CANAL.

Construction commenced.....	1779
“ completed.....	1780

## SPLIT ROCK CANAL.

Construction commenced.....	1779
“ completed.....	1780

## CASCADE POINT CANAL.

Construction commenced.....	1782
“ completed.....	1783

The locks were 20 x 6 feet, and provided for a draft of 2 feet. In 1814 the work of widening them to 12 feet was begun, and finished in 1817.

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Two canals were also constructed off Burlington Bay, Ontario. They were:

## BURLINGTON BAY CANAL.

Construction commenced.....	1825
“ completed.....	1832

## DESJARDINS CANAL.

Construction commenced.....	1826
“ completed.....	1837

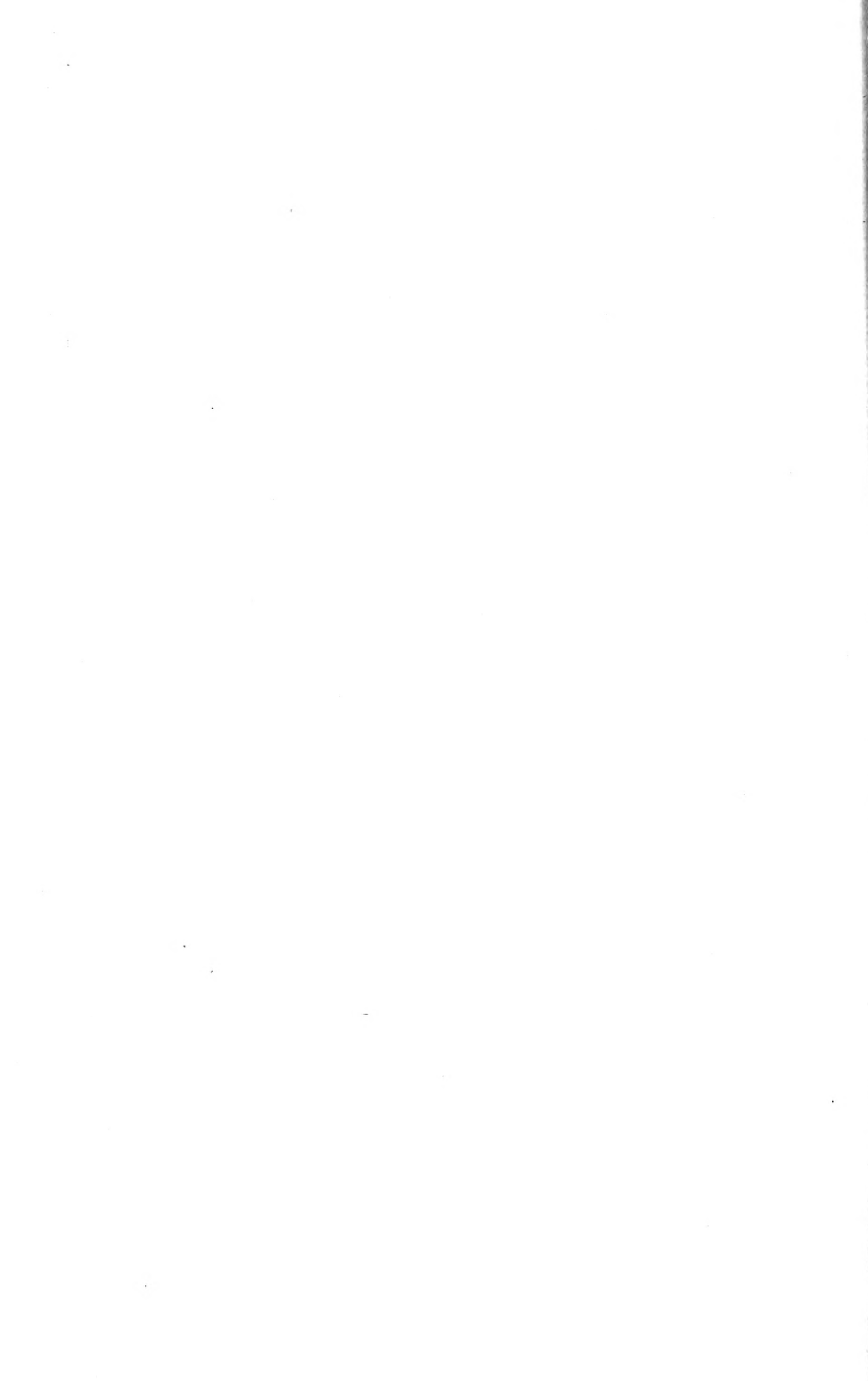
Neither of these canals required locks. They have for many years been abandoned. The depth of water provided in the first instance was  $7\frac{1}{2}$  feet.



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# RAILWAY STATISTICS

OF THE

## DOMINION OF CANADA

FOR THE

### YEAR ENDED JUNE 30

# 1913

*(From sworn Returns furnished by the several Railway Companies.)*

A. W. CAMPBELL,

Deputy Minister of the Department of Railways and Canals

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OTTAWA

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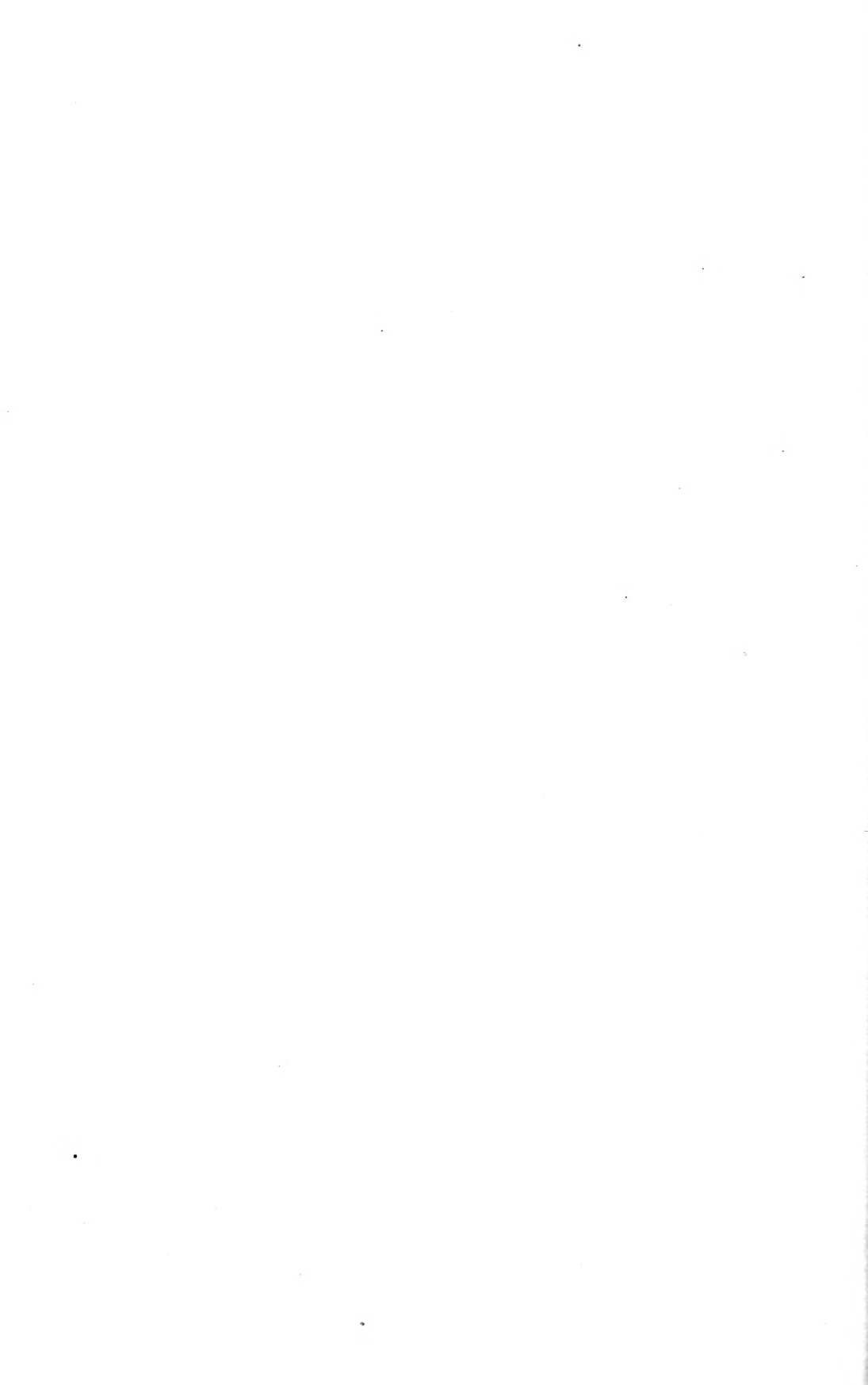
TO FIELD MARSHAL, HIS ROYAL HIGHNESS PRINCE ARTHUR WILLIAM PATRICK ALBERT, Duke of Connaught and of Strathearn, Earl of Sussex (in the Peerage of the United Kingdom), Prince of the United Kingdom of Great Britain and Ireland, Duke of Saxony, Prince of Saxe-Coburg and Gotha; Knight of the Most Noble Order of the Garter; Knight of the Most Ancient and Most Noble Order of the Thistle; Knight of the Most Illustrious Order of Saint Patrick; a Member of the Most Honourable Privy Council; Great Master of the Most Honourable Order of the Bath; Knight Grand Commander of the Most Exalted Order of the Star of India; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Knight Grand Commander of the Most Eminent Order of the Indian Empire; Knight Grand Cross of the Royal Victorian Order; Personal Aide-de-Camp to His Majesty the King; Governor General and Commander-in-Chief of the Dominion of Canada.

MAY IT PLEASE YOUR ROYAL HIGHNESS:

The undersigned has the honour to present to your Royal Highness the Annual Report of the Comptroller of Statistics for the year ended June 30, 1913.

F. COCHRANE,

*Minister of Railways and Canals.*



To the Honourable F. COCHRANE,  
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the railway interests of Canada for the year ended June 30, 1913.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,  
*Deputy Minister of Railways and Canals.*



## OFFICE OF THE COMPTROLLER OF STATISTICS.

OTTAWA, November 17, 1913.

A. W. CAMPBELL, Esq., C.E.,

Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith Railway Statistics for the year ended June 30, 1913.

Sworn returns were received from all railways operating in Canada, and they disclose a year of unprecedented expansion. The character of that expansion will be dealt with in the various divisions of this introductory analysis, as well as in the tables constituting the body of this report.

## RAILWAY MILEAGE.

As compared with 1912 there was an increase in operating mileage of 2,577.30 miles, which brought the total up to 29,303.53.

Part of the increment for 1913 is accounted for by the bringing into the report of 1,395.77 miles of the Grand Trunk Pacific. On a succeeding page the facts, by Provinces, will appear with regard to the additions to operating mileage.

Every effort was made to ascertain the facts with regard to railway mileage under construction, and the results are as follows:—

Province.	Surveyed.	Under Contract.	Completed.	In Operation.	Total.
Alberta.....	2,001.13	1,667.40	1,064.66		4,733.19
Saskatchewan.....	1,951.80	1,305.19	750.48		4,007.47
Manitoba.....	47.60	700.32	30.60	93.72	872.24
British Columbia.....	1,433.80	1,600.11	837.52	13.00	3,884.43
Ontario.....	459.84	2,124.59	226.21	165.94	2,976.58
Quebec.....	523.00	966.49	28.00		1,517.49
New Brunswick.....	137.70	120.00	16.90	269.30	543.90
New Scotia.....	3.00	107.30	2.00		112.30
Total.....	6,557.87	8,591.40	2,956.37	541.96	18,647.60

The foregoing figures show a very large increase of mileage under construction. The mileage reported in 1912 was 8,825.80. It may be explained that the mileage returned as being in operation has reference to lines still in the hands of the contractors, although permitted to handle traffic, and not included in this report.

Statistics with respect to electric railways will be found toward the end of these introductory observations, and in the tables following those relating to steam railways.

4 GEORGE V., A. 1914

The history of railway mileage in Canada is here brought down to the year 1913:—

Year.	Miles in operation.	Year.	Miles in operation.
1835	0	1874	4,331
1836	16	1875	4,804
1837	16	1876	5,218
1838	16	1877	5,782
1839	16	1878	6,226
1840	16	1879	6,358
1841	16	1880	7,194
1842	16	1881	7,351
1843	16	1882	8,697
1844	16	1883	9,577
1845	16	1884	10,273
1846	16	1885	10,773
1847	54	1886	11,793
1848	54	1887	12,184
1849	54	1888	12,163
1850	66	1889	12,628
1851	159	1890	13,151
1852	205	1891	13,838
1853	506	1892	14,564
1854	764	1893	15,005
1855	877	1894	15,627
1856	1,414	1895	15,977
1857	1,444	1896	16,270
1858	1,863	1897	16,550
1859	1,994	1898	16,870
1860	2,065	1899	17,259
1861	2,146	1900	17,657
1862	2,189	1901	18,140
1863	2,189	1902	18,714
1864	2,189	1903	18,988
1865	2,240	1904	19,431
1866	2,278	1905	20,487
1867	2,278	1906	21,353
1868	2,270	1907	22,452
1869	2,524	1908	22,966
1870	2,617	1909	24,104
1871	2,695	1910	24,731
1872	2,899	1911	25,400
1873	3,832	1912	26,727
		1913	29,304

The distribution of the operating mileage for 1913, by Provinces, was as follows:—

Provinces.	Miles.	Increase.
Nova Scotia	1,359.97	2.49
Prince Edward Island	279.23	9.96
New Brunswick	1,544.67	43*
Quebec	3,986.03	103.42
Ontario	8,999.76	454.20
Manitoba	3,993.28	472.86
Saskatchewan	4,650.96	897.41
Alberta	2,212.22	518.58
British Columbia	1,950.92	97.39
Yukon	101.71	
In United States	224.78	224.78
	29,303.53	2,577.00

Decrease.

## SESSIONAL PAPER No. 20b

It is necessary to explain the item with respect to mileage in the United States. This relates entirely to lines which cross American territory in passing from one point in Canada to another, as, for example, the Canadian Pacific and the Canadian Northern. Such lines are operated wholly for the purposes of Canadian traffic, although not heretofore included in Canadian mileage. There is a very large additional mileage in the United States, owned and operated by Canadian railways, of which no account is taken in these statistics; but it was deemed proper to take in this particular mileage for the reason stated. It is a case in which actual rather than geographical conditions have governed.

It will be observed that 70 per cent of the increase in operating mileage for 1913 applied to the Provinces west of Ontario.

The growth of railway mileage by Provinces since 1907 is shown in the following table:—

Province.	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Ontario.....	7,638	7,933	8,229	8,230	8,322	8,546	9,069
Quebec.....	3,516	3,574	3,663	3,795	3,882	3,883	3,986
Manitoba.....	3,074	3,111	3,205	3,221	3,466	3,520	3,692
Saskatchewan.....	2,025	2,081	2,631	2,932	3,121	3,754	4,651
Alberta.....	1,323	1,323	1,321	1,488	1,494	1,897	2,212
British Columbia.....	1,686	1,733	1,796	1,832	1,842	1,855	1,951
New Brunswick.....	1,503	1,509	1,547	1,522	1,548	1,545	1,545
Nova Scotia.....	1,329	1,344	1,351	1,351	1,354	1,357	1,359
Prince Edward Island.....	267	267	269	269	269	269	279
Yukon.....	91	91	91	91	102	102	102
In United States.....							225

There was really an addition in 1913 of 427 miles in Alberta. In 1912 the mileage of the Alberta Railway & Irrigation was returned by both that Company and the Canadian Pacific, and was duplicated before the mistake was discovered. This year it is incorporated with the mileage of the Canadian Pacific, the line having been taken over by that Company.

There was an increase of 232 miles in second track in 1913, as compared with 142 miles in 1912. This addition is significant. The total of double-track in the Dominion reached 1,984 miles in 1913.

Yard track and sidings were increased by 786 miles during the year, bringing the total up to 6,935.

The figures with respect to second track and yard track and sidings since 1907 are as follows:—

	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Double track.....	1,067	1,211	1,464	1,543	1,610	1,752	1,984
Yard track and sidings.....	4,092	4,546	4,761	5,155	5,550	6,149	6,935

Combining single track, second track and yard track and siding mileage, the totals since 1907 are as follows:—

Year.	Miles.	Increase.
1907.....	27,967	
1908.....	29,068	1,101
1909.....	30,329	1,261
1910.....	31,429	1,100
1911.....	32,559	1,130
1912.....	34,629	2,070
1913.....	38,223	3,594

4 GEORGE V., A. 1914

It will be seen that the additions since 1907 represent a very material betterment of transportation facilities throughout the Dominion.

Detailed information with respect to railway mileage will be found in Tables 1, 2 and 3.

### RAILWAY CAPITAL.

The additions to railway capital during the year amounted to \$100,483,633, and were divided as follows: Stocks \$47,882,910; Funded Debt \$52,600,723.

Funded Debt was distributed as follows:—

Bonds.....	\$557,905,562
Miscellaneous obligations.....	5,691,957
Income bonds.....	26,919,933
Equipment trust obligations.....	22,739,500
Total.....	<u>\$613,256,952</u>

The figures with respect to funded debt in the foregoing statement are made to conform with the total in Table 4; but they will not agree with those in the analysis about to be made. The reason for this is the inclusion of the capital of the Grand Trunk Pacific System in Table 4, while in succeeding paragraphs the stocks and bonds of that system are incorporated with lines regarded as being under construction. This course is quite necessary if misleading conclusions are to be avoided.

There was an increase of \$6,521,617 in equipment trust obligations during the year, which reveals a growing disposition on the part of the larger railways to adopt this somewhat modern and popular form of purchasing additions to rolling stock.

The additions during the year brought the capital account of operating railways on June 30, up to the following position:—

Stocks.....	\$729,374,516
Funded debt.....	477,290,834
Consolidated debenture stock.....	163,257,224
Total.....	<u>\$1,369,922,574</u>

There were also on June 30 stocks and bonds outstanding on account of lines under construction as follows:—

Stocks.....	\$ 30,270,500
Funded debt.....	148,063,722
Total.....	<u>\$178,334,222</u>

Combining the facts with regard to the capitalization of operating lines and lines under construction, following is the result:—

Stocks.....	\$759,645,016
Debenture stock (C.P.R.).....	163,257,224
Funded debt.....	625,354,556
Total.....	<u>\$1,548,256,796</u>

It is probable there was a small amount of additional funded debt outstanding on June 30 last in connection with lines under construction; but the foregoing was definitely ascertained.



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As you are aware, the Statistical Branch of this Department has for two or three years past been engaged on a comprehensive and careful reconstruction of the capital statement of railways. That work is now complete. It has involved the elimination of all dead issues of stocks and bonds, as well as duplication. Of the latter there was a considerable volume. Without going into a mass of details, following is the revised account with respect to operating railways:—

## STOCKS.

Dividend paying.....	\$421,072,361
Non-dividend.....	308,302,155
Amount of dividends.....	27,333,373
Per cent on dividend paying.....	6.45
Per cent on all stocks.....	3.72
Per mile of line—all stocks.....	28,771

## FUNDED DEBT.

Total outstanding.....	\$477,820,834
Per mile of operating line affected.....	18,209

## CONSOLIDATED DEBENTURE STOCK.

Amount outstanding (C.P.R.).....	\$163,257,224
Interest.....	6,337,188
Per mile of line affected.....	14,187

It was not possible to ascertain the total amount of interest paid during the year on account of funded debt. Some of the payments do not come into the returns of railways, as, for example, in the case of bonds held by the owners of lines and by contractors. It may be stated, however, that the interest was actually paid on all outstanding bonds.

Interest payments on funded debt, as returned in the statements of railways, amounted to \$17,980,913. On the bonds to which these payments had reference the average rate of interest was 4.04 per cent.

Stocks, bonds and debenture stock combined, averaged \$61,167 per mile for the lines against which the liability actually existed.

The mileage to which the foregoing calculations refer was 25,351 as applied to stocks, and 24,427 in the case of funded debt. The difference between these figures and the 29,304 shown as the operating mileage in Canada on June 30 last is accounted for mainly by the mileage of the Grand Trunk Pacific (owing to the impracticability of separating the proportion in operation from that under construction, the liability being on the whole) and Government owned lines.

An explanation will here be pertinent with respect to the consolidated debenture stock of the Canadian Pacific Railway, referred to in foregoing paragraphs. This security has heretofore been classified under the head of funded debt. It is now placed in a class by itself. The reason for this action lies in the character of the stock. It is unique. The Company engages to pay four per cent interest on the principal, and this interest is secured by a lien on all the railway property. In the case of ordinary bonds and debenture stocks the mortgage is for both principal and interest. There is also this further and fundamental distinction: While the lien in ordinary bonds is for a stipulated period, the consolidated debenture stock of the Canadian Pacific is perpetual. In view of the facts, the change indicated has been made.

The following table will show the mileage and capital cost of Government owned and operated lines:—

Government Lines.	Miles of Line.	Capital Cost.	Cost per Mile.
		\$	\$
Intercolonial.....	1,463	97,138,379	66,397
Prince Edward Island.....	279	8,790,794	31,508
Temiskaming and Northern Ontario.....	331	19,065,114	57,599
New Brunswick Coal and Railway.....	58	1,936,600	33,217

Following is a table showing the facts with respect to the capital liability of Canadian Railways since 1876:—

Year.	Stocks.	Debenture Stock	Funded Debt.	Total.
	\$	\$	\$	\$
1876.....	180,955,657		76,079,531	257,035,188
1877.....	182,578,994		79,676,382	262,255,376
1878.....	191,331,767		83,710,938	275,042,705
1879.....	192,674,553		81,151,628	273,826,181
1880.....	189,956,177		80,661,316	270,617,493
1881.....	199,527,951		84,891,313	284,419,263
1882.....	216,468,465		92,487,932	306,956,397
1883.....	269,092,615		102,134,295	371,226,910
1884.....	285,077,822		109,310,963	394,388,785
1885.....	312,183,162		141,370,963	453,554,125
1886.....	317,141,948		169,359,306	486,501,254
1887.....	324,128,738		194,801,553	518,930,291
1888.....	327,493,882		228,617,728	556,111,610
1889.....	332,559,672		261,675,226	594,234,898
1890.....	338,177,386		266,885,707	605,063,093
1891.....	339,769,786		292,291,651	632,061,440
1892.....	344,400,282		305,120,200	649,520,482
1893.....	371,877,287		307,225,888	679,103,175
1894.....	361,760,508		327,003,803	688,764,311
1895.....	361,449,590		330,785,546	692,235,136
1896.....	361,075,340		336,137,601	697,212,941
1897.....	367,611,048		348,834,086	716,445,134
1898.....	378,151,790		354,946,865	733,098,655
1899.....	391,300,360		362,053,495	753,353,855
1900.....	410,326,095		373,716,704	784,042,799
1901.....	424,414,314		391,696,523	816,110,837
1902.....	460,401,863		404,806,847	865,208,710
1903.....	483,770,312		424,100,762	907,871,074
1904.....	492,752,530		449,114,035	941,866,565
1905.....	526,353,951		465,543,967	991,897,918
1906.....	561,655,395		504,226,234	1,065,881,629
1907.....	588,563,591		583,369,217	1,171,932,808
1908.....	607,891,349		631,869,664	1,239,761,013
1909.....	647,534,647		660,946,769	1,308,481,416
1910.....	687,557,387		722,740,300	1,410,297,687
1911.....	749,207,687		779,481,514	1,528,689,201
1912.....	770,459,351		818,478,175	1,588,937,526
1913.....	755,316,516	163,257,224	613,256,952	1,531,830,692

The figures for 1913 must be interpreted in the light of the facts given in preceding paragraphs, and in view of the elimination of \$63,025,745 from the stocks column, \$94,564,722 from the funded debt column, and the transfer of \$163,257,224 of debenture stock from funded debt to a new class.

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The relationship of dividends and net earnings to share capital during the past six years is shown in the following tables:—

Year.	Debenture Stock.	Interest on Debenture Stock.	Stocks.	Dividends on Stocks.	Per cent on Stocks.
	\$	\$	\$	\$	
1907.....			588,568,591	12,760,435	2.17
1908.....			607,891,349	12,955,243	2.11
1909.....			647,534,647	19,230,126	2.97
1910.....			687,557,387	21,747,914	3.16
1911.....			749,207,687	30,577,740	4.08
1912.....			770,459,351	31,164,791	4.04
1913.....	163,257,224	6,337,188	755,316,516	27,333,373	3.72
			Net Earnings.	Stocks and Debenture Stock.	Per cent.
			\$	\$	
1907.....			42,989,537	588,568,591	7.30
1908.....			39,614,171	607,891,349	6.51
1909.....			40,456,252	647,534,647	6.24
1910.....			53,550,777	687,557,387	7.78
1911.....			57,698,709	749,207,687	7.70
1912.....			68,677,213	770,459,351	8.91
1913.....			74,671,160	918,573,740	8.13

The figures for the years prior to 1913 are left in the table for the sake of the facts with regard to dividends, and because a value, for purposes of comparison, attaches to the other data. It must be borne in mind, however, that the interest on the debenture stock of the Canadian Pacific Railway was included in the total of dividends prior to 1913. It is now separated for the first time. The net increase in dividends on stocks for the year was \$2,193,060. The increase of interest on debenture stock was \$312,710.

The net earnings given in the foregoing table are the difference between gross earnings and operating expenses. That difference is popularly regarded as net earnings; but this year, for the first time, is given a statement of income account in accordance with the prescribed form of the Department, which will show the proper net balance.

Details with regard to the capitalization of railways will be found in Table 4.

### AID TO RAILWAYS.

Cash aid to railways was given during the year to the amount of \$9,758,-084.33. This sum was distributed as follows:—

By the Dominion.....	\$9,176,234 33
By the Provinces.....	554,500 00
By Municipalities.....	27,350 00

Total.....\$9,758,084 33

There is an unavoidable discrepancy in two succeeding tables with respect to the aid given by Provinces. It arose in the records between 1875 and 1890, and cannot now be adjusted.

4 GEORGE V., A. 1914

The account respecting cash subsidies stood, on June 30, as follows:—

Year.	Dominion.		Provinces.		Municipalities.	
	\$	cts.	\$	cts.	\$	cts.
1876	*18,564,352	37	4,203,240	43	5,384,005	70
1877	16,235,185	33	4,338,498	02	5,606,799	31
1878	26,438,914	96	14,292,002	29	5,877,073	63
1879	26,438,914	96	14,593,001	91	7,408,473	63
1880	32,761,920	65	17,639,206	60	8,310,944	63
1881	37,629,207	33	<sup>a</sup> 16,676,266	29	8,395,944	63
1882	37,731,208	33	17,044,628	91	9,080,944	63
1883	49,548,639	93	18,342,102	80	9,617,055	94
1884	†78,123,918	18	19,836,055	93	9,875,055	94
1785	92,762,967	17	19,137,719	93	11,034,450	43
1886	87,426,814	52	19,338,679	93	11,320,892	42
1887	91,228,674	03	21,204,993	01	11,500,892	42
1888	†90,644,574	40	23,342,758	82	11,625,050	42
1889	91,888,491	21	24,036,306	80	11,699,724	42
1890	93,889,277	76	25,086,285	41	11,786,224	42
1891	96,529,524	07	25,731,965	43	11,907,009	42
1892	97,601,639	53	26,997,435	78	14,139,234	92
1893	100,422,165	09	28,229,355	49	14,272,456	92
1894	102,087,200	06	29,368,697	75	14,374,619	92
1895	†103,451,148	93	29,727,512	63	14,376,686	92
1896	101,961,763	91	30,055,946	30	14,463,756	92
1897	102,458,434	71	31,171,346	65	15,902,367	92
1898	103,878,261	66	31,495,555	48	15,928,167	92
1899	107,030,639	24	31,656,725	57	16,005,429	28
1900	107,760,795	70	31,310,170	06	16,173,393	42
1901	110,225,503	43	32,395,522	67	16,302,514	45
1902	112,324,091	13	33,145,320	84	16,539,104	02
1903	113,791,113	41	32,809,728	41	16,651,044	42
1904	115,875,668	31	34,496,917	84	17,346,634	32
1905	117,145,511	67	40,415,630	27	17,420,035	65
1906	118,474,316	04	43,278,022	12	17,576,533	15
1907	128,827,648	77	<sup>b</sup> 35,123,130	80	17,601,945	77
1908	133,049,376	07	35,191,414	80	17,637,827	21
1909	135,549,987	71	35,588,526	15	17,824,823	60
1910	<sup>d</sup> 146,932,179	71	35,837,060	16	17,983,823	60
1911	148,217,071	75	35,919,360	16	18,042,823	60
1912	†154,075,235	09	35,945,515	16	18,051,323	60
1913	163,251,469	42	36,500,015	16	18,078,673	60

\*Included loan \$2,311,666.67 to Northern Railway; not reported after this year.

†Included loan \$29,880,912 to C. P. Railway, not reported later.

<sup>c</sup>Eastern extension \$1,284,495.76 now included in I. C. Railway.<sup>a</sup>Incorrect total of \$2,394,000 shown to the North Shore Railway.<sup>d</sup>Decrease of \$1,044,000 by N. B. Government to St. John and Maine Railway.<sup>b</sup>This amount does not include the cost of the Temiskaming and Northern Ontario Railway, (\$10,570,549) as formerly.<sup>c</sup>This includes \$10,000,000 loaned to the Grand Trunk Pacific Railway Company under authority of chap. 19 of the statutes of 1909.<sup>d</sup>This amount includes a payment of \$4,994,416.66 to the Grand Trunk Pacific under the Implement clause of the agreement between Government and the Company.

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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	1,884,719	43	228,521	00			2,000,900	00					4,203,240	43
1876	1,838,677	02	336,821	00			2,163,000	00					4,338,498	02
1877	2,229,639	02	1,192,013	27	818,750	00	2,730,000	00					6,970,402	29
1878	2,549,639	02	1,192,013	27	818,750	00	2,730,000	00					7,290,402	29
1880	2,992,037	02	1,415,493	27	818,750	00	2,754,000	00					7,970,280	29
1881	3,183,037	02	1,578,443	27	823,330	00	2,754,000	00					8,338,810	29
1882	3,702,537	02	1,600,992	27	823,330	00	2,703,665	00					8,890,524	29
1883	3,742,611	69	2,116,540	11	823,330	00	2,763,665	00					9,496,146	80
1884	4,012,908	02	2,186,125	91	1,578,601	00	3,180,465	00					10,958,989	85
1885	4,504,984	52	2,428,239	41	1,628,601	00	3,466,165	00					12,027,989	85
1886	5,983,985	52	2,705,714	41	1,628,601	00	3,475,165	00					14,179,175	93
1887	5,984,007	52	2,706,071	81	1,653,903	68	3,865,165	00			386,250	00	16,674,174	01
1888	5,948,007	52	4,788,319	41	1,654,776	13	4,243,691	89			1,945,000	00	18,572,701	95
1889	5,948,007	52	4,784,165	41	1,913,465	09	4,261,245	10			1,981,000	00	19,961,353	12
1890	6,014,015	52	5,166,365	33	1,952,135	87	4,208,965	48			2,380,690	00	19,831,732	56
1891	6,069,565	12	6,237,806	03	2,005,865	87	4,311,385	18			2,390,690	00	21,052,872	20
1892	6,171,181	44	7,583,060	76	2,099,404	77	4,365,355	71			2,390,690	00	22,647,192	68
1893	6,391,932	74	7,864,561	82	2,121,944	55	4,425,281	81			2,623,286	77	23,464,507	70
1894	6,402,738	24	9,345,115	38	2,125,344	55	4,432,481	81			2,625,561	77	24,908,741	75
1895	6,747,085	24	9,384,348	09	2,138,847	10	4,433,800	00			2,625,561	77	26,007,742	20
1896	6,932,388	24	10,072,942	06	2,208,847	10	4,455,780	00			2,625,561	77	26,333,019	17
1897	7,119,065	63	10,859,484	01	2,258,847	10	4,462,670	11			2,625,561	77	27,363,129	22
1898	7,204,065	59	11,100,334	88	2,304,847	10	4,499,010	71			2,625,561	77	27,707,258	05
1899	7,281,129	63	11,206,833	10	2,304,847	10	4,506,040	71			2,703,061	77	28,039,412	31
1900	7,406,992	59	11,217,869	63	2,304,847	10	4,529,040	71			2,789,061	77	28,285,306	80
1901	7,819,928	65	11,599,489	81	2,522,847	10	4,529,040	71			2,796,837	02	29,296,643	92
1902	8,392,817	69	11,995,282	16	2,582,847	10	4,542,939	71			2,796,837	02	30,348,274	68
1903	8,512,578	04	12,163,285	66	3,568,445	35	4,569,937	71			2,872,887	02	31,724,633	78
1904	8,512,578	04	12,163,285	66	3,568,445	35	4,569,937	71			2,872,887	02	31,724,633	78
1905	8,562,504	47	12,259,285	66	3,991,192	75	4,580,934	71			2,872,887	02	32,047,304	61
1906	8,737,722	41	12,304,470	16	4,425,297	20	4,585,537	71			2,872,887	02	33,047,019	50
1907	8,739,796	04	12,304,470	16	6,274,498	20	4,616,237	71			2,872,887	02	34,935,024	13
1908	8,783,296	04	12,304,470	16	6,324,400	75	4,707,486	71			2,872,887	02	35,872,749	68
1909	9,038,296	63	12,328,196	52	6,336,788	75	4,807,486	71			2,878,887	02	36,169,864	63
1910	9,198,616	04	12,328,196	52	6,384,299	75	4,831,486	71			2,878,887	02	36,424,395	04
1911	9,204,616	04	12,333,196	52	6,384,299	75	4,907,486	71			2,878,887	02	36,506,695	04
1912	9,204,616	04	12,333,196	52	6,440,454	75	4,907,486	71			2,878,887	02	36,532,850	04
1913	9,551,616	04	12,333,196	52	6,440,454	75	4,907,486	71			2,878,887	02	37,067,350	01



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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.....	\$ 89,735,145 63
Loans.....	25,576,533 33
Cost of lines handed over to C.P.R.....	37,785,319 97
Paid to Quebec Government.....	5,160,053 83
Implement Clause, G.T.P. agreement.....	4,994,416 66
Total.....	<u>\$163,251,469 42</u>

The Dominion Government is also constructing the Eastern Division of the National Transcontinental Railway, on which an expenditure of \$130,200,-684.92 had taken place up to March 31, 1913.

## PROVINCES.

Cash subsidies.....	\$ 33,449,985 16
Loans.....	2,750,030 00
Subscriptions to shares.....	300,000 00
Total.....	<u>\$ 36,500,015 16</u>

## MUNICIPALITIES.

Cash subsidies.....	\$ 12,834,674 98
Loans.....	2,404,438 62
Subscriptions to shares.....	2,839,500 00
Total.....	<u>\$ 18,078,673 60</u>

## LAND GRANTS.

Following have been the land grants to railways:—

	Acres.
By the Dominion.....	31,864,074
By the Province of Quebec*.....	1,146,150
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.....	<u>43,561,449</u>

\*See explanatory paragraph.

An explanation is necessary in the case of the Province of Quebec. The land grants by that Province have been on a different basis from that adopted by the other Provinces. The record, as officially reported, is as follows:—

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.....	7,597,024
Acres alienated—not convertible.....	1,146,150

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The facts with respect to grants of lands by the Dominion, as revised by the Railway Lands Branch of the Department of the Interior, are as follows:—

Name of Company.	Area granted Acres.
Alberta Railway & Irrigation Co. formerly North West Coal & Navigation Company	1,114,398
Calgary and Edmonton Railway Co.	1,888,448
Canadian Northern Railway Co. Ry. from point on C. P. R. to Hudson Bay	2,624,428
Canadian Northern Railway Co. (formerly Lake Manitoba Railway & Canal Co.)	798,400
Canadian Pacific Railway Co.—Main line	18,266,986
C. P. R., Pipestone Extension, Souris Branch	200,320
C. P. R., Souris Branch	1,408,704
Great North West Central Railway Co. formerly North West Central Ry. Co.	320,000
Manitoba & North Western Railway Co.	1,501,376
Manitoba South Western Colonization Railway Co.	1,396,800
Canadian Northern Railway Co. formerly Manitoba & South Eastern Ry. Co.	680,520
Qu'Appelle, Long Lake & Saskatchewan Railroad and Steamboat Co.	1,625,344
Saskatchewan & Western Railway Co.	98,880
Total	31,861,974

The Dominion has not made any grants of land in aid of railways since 1894.

#### GUARANTEES.

Care has been taken to get from official sources the precise facts with respect to guarantees of railway securities, which have become in recent years an important and popular form of aid. Following are the facts:—

#### DOMINION.

1. The Canadian Northern Railway Company, Cap. 7, 3 Edward VII (1903).  
The guarantee is for the principal of £1,923,287 sterling, and interest thereon at the rate of 3 per cent per annum for fifty years.
2. The Canadian Northern Railway Company, Cap. 11, 7 and 8 Edward VII (1908).  
The guarantee is for the principal of £1,622,586 19s. 9d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, —from July 20th, 1908, interest payable half yearly.
3. The Canadian Northern Ontario Railway Company, Chapter 6, 1 and 2 George V (1911).  
The guarantee is for the principal of £7,493,835 12s. 4d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from May 19th, 1911, interest payable half yearly.
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 3½ per cent per annum for fifty years, from May 4th, 1910, interest payable half yearly.
5. The Grand Trunk Pacific Railway Company, Cap. 71, 3 Edward VII (1903) and Cap. 24, 4 Edward VII (1904).  
The guarantee is of 3 per cent bonds of the Railway Company to an amount equal to 75 per cent of the cost of construction of the Western Division of the National Transcontinental Railway, but not exceeding \$13,000 per mile in



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respect of the Prairie section of the said railway. The amount of bonds issued and guaranteed is £7,200,000, of which £3,200,000 were issued in 1905, £2,000,000 in 1909, and £2,000,000 in 1910.

In addition, bonds of the Grand Trunk Pacific Railway Company to the amount of £1,688,000, (\$8,214,933.33), were purchased by the Dominion Government under authority of Cap 23 of the Statutes of 1913. This was done by Government in order to avoid giving effect to the implement clause of the agreement with the Grand Trunk Pacific Railway Company, under which Government is obliged to make up the difference between the actual sale price of the bonds and their par value.

6. The Canadian Northern Alberta Railway Company, Chapter 7, 2 George V. (1912).

Guarantee of the equivalent of \$3,570,000 sterling debenture stock (£733,561-12s-10d) interest thereon at the rate of 3½ per cent per annum for fifty years, from April 5th, 1912, interest payable half yearly.

The total amount of Dominion guarantees on 30th June, 1913, was \$95,486,590.40.

## MANITOBA.

To the Canadian Northern Railway Company:

Main and branch lines in Manitoba	\$ 15,313,860 00
Winnipeg terminals	3,000,000 00
Ontario Division (line to Port Arthur)	5,745,586 67
Total	\$ 24,059,446 67

## ALBERTA.

Lines of Railway.	Guarantee per mile.	Mileage Guaranteed
1909. Chap. 14. Canadian Northern Railway—		
From Strathcona via Camrose and Calgary to Lethbridge	13,000	355
From Camrose to Vegreville	13,000	50
From Crossing of second above line and Little Bow River, south via Macleod to the International boundary	13,000	110
From near Macleod to the western boundary	13,000	65
From near Cardston to the western boundary	13,000	35
From Calgary via Cochrane to the eastern boundary of Rocky Mountain Park	13,000	50
From near Morinville easterly	13,000	40
From Morinville to Athabaska Landing	13,000	72
1909. Chap. 15. Grand Trunk Pacific Railway—		
From Tofield to Calgary to Coutts	13,000	45½
From near Lethbridge to Macleod	13,000	40
1911. Chap. 19. Canadian Northern Western Railway—		
From Athabaska Landing to Fort McMurray	15,000	175
From first above line east to Lac la Biche	15,000	40
From Athabaska Landing north of Lesser Slave Lake to Peace River Landing	15,000	100
From Onaway northwest to Pine River Pass	20,000	250
From Oliver northeast to St. Paul de Metis	13,000	100
From Bruderheim via Vermilion, Wainwright and Medicine Hat to International boundary, with a branch northwest of Vermilion to eastern boundary	13,000	200
From Calgary northeast to the Company's Brazeau line	13,000	100
From Camrose to Alsask	13,000	80

ALBERTA—*Concluded.*

Lines of Railway.	Guarantee per mile	Mileage Guaranteed
From Strathcona southwest via crossing of Medicine River and Company's Brazeau line, and Cochrane to Pincher Creek.....	15,000	100
From near Blackfalds east and south to Saskatoon Calgary line.....	13,000	100
1911. Chap. 17. Canadian Northern Railway— From mileage 175 of Company's Saskatoon-Calgary line to junction with the Company's Vegreville-Calgary line.....	13,000	1.0
1911. Chap. 18. Grand Trunk Pacific Railway— From Bickerlike southwesterly.....	20,000	58
1911. Chap. 16. Edmonton, Dunvegan & British Columbia Railway— From Edmonton via Dunvegan to Western boundary.....	20,000	350
Total mileage guaranteed.....		3,081

The total amount involved in these guarantees is \$45,489,000.

## SASKATCHEWAN.

The following guarantees have been given by the province of Saskatchewan at the rate of \$13,000 per mile:—

## Canadian Northern Branch Lines:

	MILES
1908-9—	
1 Craven North East.....	40
2 Aylesbury—Goose Lake Branch.....	120
3 Bienfait Branch.....	25
4 Maryfield Branch.....	135
5 Dalmeny Branch.....	40
6 Battleford, Jackfish Branch.....	50
1909—	
1 Vonda northeasterly.....	25
2 Kaiser—Swift Current.....	135
3 Humboldt—Melfort.....	60
4 Delisle Branch.....	35
5 Lampman East.....	65
6 Moosejaw southeasterly.....	100
7 Maryfield Extension.....	75
8 Crooked Lake Branch.....	60
9 Rossburn Branch.....	20
1912—	
1 Maryfield Extension (2nd).....	60
2 Battleford-Jackfish Extension.....	30
3 Thunder Hill Extension (Dominion).....	40

## Canadian Northern Saskatchewan Railway:

1912—	
1 Extension of Delisle Branch.....	35
2 Wroxtton westerly through Yorkton.....	45
3 Shellbrook westerly.....	45
4 Lampman to Kipling.....	45
5 Eastern portion of Kaiser-Swift Current Branch.....	35
6 Prince Albert northeasterly.....	25
7 Moosejaw-Chamberlain.....	35
8 Aylesbury-Goose Lake Extension.....	50

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## Grand Trunk Pacific Branch Lines:

1908-9—		
1	Melville to Yorkton.....	40
2	Melville to Regina.....	110
3	Battleford-Biggar.....	45
4	Yorkton-Canora.....	30
1909—		
1	Regina to International boundary.....	155
2	Prince Albert-Young.....	110
3	Regina-Moosejaw & northwesterly.....	110
4	Biggar-Calgary.....	50
5	Cutknife Branch.....	50
1912—		
1	Biggar-Calgary Extension.....	50
2	Weyburn-Moosomin.....	40

## Grand Trunk Saskatchewan Railway:

1912—		
1	Saskatoon-Battleford.....	95
2	Watrous-Swift Current.....	75
3	Talmage, Weyburn and southwesterly.....	50
4	Melville-Watrous.....	75
		2,515

With regard to the guarantee liability of the Province of Saskatchewan it may be explained that up to 30th June, 1913, the bonds of the Canadian Northern Saskatchewan for 315 miles, at \$13,000 per mile, had not actually been sold. The account as revised to 30th June stood as follows:—

	Miles guaranteed.	Guarantees.
Canadian Northern.....	1,155	\$ 15,015,000
Can. Northern Sask. (unsold).....	315	4,095,000
Grand Trunk Pacific.....	1,125	14,625,000
Total.....	2,595	\$ 33,735,000

Thus the actual guarantee liability on 30th June, 1913, was \$29,640,000 with \$4,095,000 pending.

## ONTARIO.

To the Canadian Northern Ontario Railway Company—Guarantee of interest on bonds aggregating \$7,860,000.

## NOVA SCOTIA.

Halifax and Southwestern—A loan of \$13,500 per mile, which on a total of 372 miles, would amount to \$5,022,000, secured by mortgage, with the right to take over and sell or operate the property in case default is made in the terms of the covenant.

## BRITISH COLUMBIA.

The official statement of the Province of British Columbia, with respect to guarantee account on 30th June, 1913, was as follows:—

## (1.) CANADIAN NORTHERN PACIFIC RAILWAY.

Section 9 of Schedule, chapter 3, 1910.

a.) Mainland, miles	500	
Island, " "	100	
	600 miles at \$35,000 per mile.....	\$ 21,000,000
	Bearing interest at 4% per annum. (Principal and interest guaranteed.)	

Subsections (a), (b), (c), and (d), section 2, chapter 57, 1913.

b.) Westminster Bridge to Vancouver, miles	11	
" " Steveston, " "	15	
Victoria to Patricia Bay, " "	18	
Extension Barelay Sound North, " "	145	
Kamloops to Vernon Branch, " "	150	
	339 miles at \$35,000 per mile.....	11,865,000
	Bearing interest at 4½% per annum. (Principal and interest guaranteed.)	

Section 3, chapter 59, 1913.

c.) Port Mann, New Westminster, Vancouver, Victoria, Steveston, and Union Bay terminals.....	10,000,000
Payable 2nd April, 1950. Bearing interest at 4½% per annum. (Principal and interest guaranteed.)	\$ 42,865,000

## (2.) PACIFIC GREAT EASTERN RAILWAY.

Section 9 of Schedule, chapter 34, 1912, and section 4, chapter 61, 1913.

Vancouver to Fort George, miles 450 at \$35,000 per mile.....	15,750,000
Bearing interest at 4½% per annum. (Principal and interest guaranteed.)	

## (3.) NAKUSP AND SLOCAN RAILWAY COMPANY.

Guarantee of Principal and Interest of the Nakusp and Slocan Railway Company's Bonds. Interest at 4% per annum on.....	647,072
Terminable in 25 years from 1st July, 1893. Principal payable in 1918. First mortgage held as security.]	
Against this Guarantee the Province receives 40% of the gross earnings under agreement with the Canadian Pacific Railway Company.	
	<hr/> \$ 59,262,072 <hr/>

## NEW BRUNSWICK.

The official statement of guarantees by the Province of New Brunswick up to June 30, 1913, is as follows:—

New Brunswick Coal & Ry.....	\$ 450,000.00
International Railway.....	896,000.00
New Brunswick & Seaboard Ry.....	297,000.00
Southampton Railway.....	100,000.00
Gibson & Minto Railway.....	330,000.00
St. John & Quebec Ry. (Valley Ry.).....	1,581,265.67
Total.....	<hr/> \$ 3,654,265.67 <hr/>

## QUEBEC.

Bonds of the Montreal & Western Ry. Co.—\$392,000.

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## SUMMARY OF GUARANTEES.

Following is a summary of the guarantees given in detail in preceding paragraphs:—

	1911.	1912.	1913.
	\$	\$	\$
Dominion.....	52,439,865	91,983,553	95,486,590
Manitoba.....	20,899,660	20,899,660	24,059,447
Alberta.....	25,743,000	45,489,000	45,489,000
Saskatchewan.....	11,999,000	32,500,000	33,735,000
Ontario.....	7,860,000	7,860,000	7,860,000
Nova Scotia.....	5,022,000	5,022,000	5,022,000
British Columbia.....	23,196,832	38,946,832	59,262,072
New Brunswick.....	700,000	1,893,000	3,654,265
Quebec.....	476,000	476,000	392,000
Total.....	148,336,357	245,070,045	274,960,374

The increase in guarantees during the year was \$29,890,329.

For details of aid to railways refer to Table No. 5.

## INCOME ACCOUNT.

Following is a summary of the income account of railways for the year ended June 30, 1913:—

## Rail Operations:—

Operating Revenues.....	\$256,702,703.32
Operating Expenses.....	182,011,690.33

Net Operating Revenue.....\$ 74,691,012.99

## Outside Operations:—

Revenue.....	\$ 24,588,410.10
Expenses.....	17,889,622.76

Net Revenue.....\$ 6,698,787.34

Income—other sources..... 10,716,034.01\$ 17,414,821.35

\$ 92,105,834.34

Less Taxes..... 2,430,186.26

Gross Corporate Income.....\$ 89,675,648.08

## Deductions:—

Lease of other roads.....	\$ 3,820,033.03
Other rents.....	5,863,175.88
Loss—other properties.....	27,439.01
Interest on funded debt.....	17,989,099.34
Other interest.....	746,973.86
Sinking funds.....	15,037.20
Other deductions.....	1,616,878.04\$ 30,078,636.36

Net Corporate Income.....\$ 59,597,011.72

Disposal of net corporate income:—

Dividends—common.....	\$ 19,598,875.00
Dividends—preferred.....	14,071,685.62
Additions and betterments.....	103,709.15
To reserve.....	7,521.89
Miscellaneous.....	218,341.16
	\$ 34,000,132.82
Balance to credit profit and loss.....	\$ 25,596,878.90

### PUBLIC SERVICE OF RAILWAYS.

For the year ended June 30, 1913, the railways of Canada carried 46,230,765 passengers and 106,992,710 tons of freight. As compared with 1912, this represented an increase of 5,106,584 passengers and 17,548,379 tons of freight.

The history of passenger traffic since 1875 is as follows:—

Year.	Passengers carried.	Year.	Passengers carried.
1875.....	5,190,416	1894.....	14,462,498
1876.....	5,544,814	1895.....	13,987,580
1877.....	6,073,233	1896.....	14,810,407
1878.....	6,443,924	1897.....	16,171,338
1879.....	6,523,816	1898.....	18,444,049
1880.....	6,462,948	1899.....	19,133,365
1881.....	6,943,671	1900.....	21,500,175
1882.....	9,352,335	1901.....	18,385,722
1883.....	9,579,984	1902.....	20,679,974
1884.....	9,982,358	1903.....	22,148,742
1885.....	9,672,599	1904.....	23,640,765
1886.....	9,861,024	1905.....	25,288,723
1887.....	10,698,638	1906.....	27,989,782
1888.....	11,416,791	1907.....	32,137,319
1889.....	12,151,105	1908.....	34,044,992
1890.....	12,821,262	1909.....	32,683,309
1891.....	13,222,568	1910.....	35,894,575
1892.....	13,533,414	1911.....	37,097,718
1893.....	13,618,027	1912.....	41,124,181
		1913.....	46,230,765

The record of freight traffic is as follows:—

Year.	Tons of freight, 2,000 lbs.	Year.	Tons of freight, 2,000 lbs.
1875.....	5,670,837	1894.....	20,721,116
1876.....	6,331,757	1895.....	21,524,421
1877.....	6,859,796	1896.....	24,266,825
1878.....	7,883,472	1897.....	25,300,331
1879.....	8,348,810	1898.....	28,785,903
1880.....	9,938,858	1899.....	31,211,753
1881.....	12,065,323	1900.....	35,946,183
1882.....	13,575,787	1901.....	36,999,371
1883.....	13,266,255	1902.....	42,376,527
1884.....	13,712,269	1903.....	47,373,447
1885.....	14,659,271	1904.....	48,097,519
1886.....	15,670,460	1905.....	50,893,957
1887.....	16,356,335	1906.....	57,966,718
1888.....	17,172,759	1907.....	63,866,135
1889.....	17,928,626	1908.....	63,071,167
1890.....	20,787,469	1909.....	66,842,258
1891.....	21,753,021	1910.....	74,482,866
1892.....	22,189,923	1911.....	79,884,282
1893.....	22,003,599	1912.....	89,444,331
		1913.....	106,992,710

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## PASSENGER TRAFFIC.

The increase in the number of passengers carried in 1913 was equal to 10.5 per cent as compared with 1912.

The number of passengers carried one mile was 3,265,656,080—an increase of 355,404,444 over 1912.

The density of passenger traffic was shown in 111,353 passengers carried one mile per mile of line. This was an increase of 2,465 for the year.

The number of passengers carried per mile of line was 1,576. This was an increase of 37 over 1912. The large addition to line mileage during the year, on which passenger traffic was relatively low, accounts for this small increase.

The average receipts from ticket sales per passenger per mile were 1.973 cents—an increase of .030 as compared with 1912.

Total earnings from the service of passenger trains—including express, mails, baggage, &c.,—were \$74,431,994.15, which represented a betterment of \$9,383,807.49 over 1912.

Passenger revenue, derived almost wholly from the sale of tickets and included in the preceding total, amounted to \$64,441,429.99. The increment, as against 1912, was \$7,897,766.39.

The average receipts per passenger, having reference to the revenue given in the foregoing paragraph, were \$1.394—a gain of .019 over 1912.

The average number of passengers per train was 62—the same as for 1912.

The average number of cars per passenger train was 5.6. This included cars of all classes.

The average number of passengers per passenger car was 11.1.

The average passenger journey in 1913, as in the preceding year, was 71 miles.

The mileage of passenger trains was 45,652,365, as against 40,440,393 in 1912.

Mixed trains had a mileage of 7,044,194—an increase of 570,312 as compared with the preceding year.

Passenger train and mixed train mileage are joined for the purposes of calculations respecting the service of passenger trains.

The earnings from passenger train service per train mile were \$1.413, as against \$1.387 in 1912.

Following is a summary of the foregoing facts, with comparative figures for preceding years:—

	1907.	1908.	1909.
Miles of railway.....	22,452	22,966	24,104
Number of passengers.....	32,137,319	34,044,992	32,683,309
Passengers carried one mile.....	2,049,549,813	2,081,960,864	2,033,001,225
Passengers one mile per mile of line.....	90,921	90,654	84,342
Passengers per mile of line.....	1,431	1,482	1,355
Average passenger journey (miles).....	64	61	62
Average number of passengers per train.....	56	54	51
Passenger train mileage.....	30,220,461	31,950,349	32,295,730
Mixed train mileage.....	5,971,414	6,210,807	7,061,589
Earnings from ticket sales.....	\$39,184,437	\$39,992,503	\$39,073,488
Earnings from passenger service.....	\$45,730,652	\$46,854,158	\$45,282,326
Average receipts per passenger.....	\$1.219	\$1.174	\$1.195
Average receipts per passenger per mile (cents).....	1.911	1.920	1.921

	1910	1911	1912.	1913
Miles of railway.	24,731	25,400	26,727	29,336
Number of passengers	35,894,575	37,097,718	41,124,181	46,230,765
Passengers carried one mile.	2,466,729,664	2,605,968,924	2,910,251,636	3,265,656,080
Passengers one mile per mile of line	99,742	102,597	108,888	111,353
Passengers per mile of line.	1,451	1,460	1,539	1,576
Average passenger journey (miles)	69	70	71	71
Average number of passengers per train.	59	60	62	62
Passenger train mileage.	35,022,541	36,985,911	40,440,393	45,652,365
Mixed train mileage.	6,441,440	6,277,468	6,473,882	7,044,194
Earnings from ticket sales.	\$46,018,880	\$50,566,894	\$56,543,664	\$64,441,430
Earnings from passenger service.	\$52,956,219	\$58,317,998	\$65,048,187	\$74,431,994
Average receipts per passenger.	\$1.282	\$1.360	\$1.375	\$1.394
Average receipts per passenger per mile (cents)	1.866	1.944	1.943	1.973

## FREIGHT TRAFFIC.

The 106,992,710 tons of freight hauled in 1913 represented an increase over 1912 of 19.3 per cent. The largest increase in any preceding year occurred in 1912, when it was 11.9 per cent.

The number of tons hauled one mile was 23,032,951.596—a growth of 3,469,480,069 as compared with 1912.

Density of freight traffic was shown in 785,820 tons hauled one mile per mile of line, which was a betterment of 54,044 over the previous year.

The average freight revenue per ton per mile was .758 cent, as against .757 in 1912.

Freight by itself yielded a revenue of \$174,684,640.28—an increase over 1912 of \$26,653,741.68.

The total earnings from freight service including switching, &c., were \$177,089,372.78. This was larger by \$27,128,232.65 than the aggregate of 1912.

Gross earnings from freight service were equal to \$6.040.03 per mile of line, showing a gain of \$429.18 over 1912.

The aggregate revenue from freight per ton was \$1.636—a decline of .019 as compared with the preceding year.

The average number of loaded cars per freight train was 18—a decline of .19 as against the record for 1912. This falling off is partly due to the influence of new line mileage.

The average number of empty cars per train was 5.66, as against 5.17 in 1912.

The average number of tons per train was 342—a gain of 17 tons over 1912.

The average number of tons per loaded freight car was 19.01, as against 17.87 in 1912. This gain of 1.14 tons per loaded car reflects the use of larger carrying units and better loading.

The average freight haul in 1913 was 216 miles, as compared with 218 in 1912.

The mileage of revenue freight trains and mixed trains was 67,320,090—an increase of 7,145,402 over 1912.

The mileage of loaded freight cars was 1,211,708,492, as against 1,102,719,543 in the preceding year.

Empty freight cars had a mileage of 381,048,160, and caboose cars 63,653,643. Adding these to the loaded car mileage, a total freight car mileage of 1,656,410,295 is shown.

The foregoing information, with corresponding figures for the years since 1907, is summarized hereunder:—



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	1907.	1908	1909
Tons hauled.....	63,866,135	63,071,167	66,842,258
Tons hauled one mile.....	11,687,711,830	12,961,512,519	13,160,567,550
Tons hauled one mile per mile of line.....	518,486	564,378	545,991
Average haul, miles.....	183	206	197
Freight train mileage.....	38,923,890	40,476,370	40,304,906
Mixed train mileage.....	5,971,414	6,210,807	7,061,580
Revenue from freight.....	\$94,995,087	\$93,746,655	\$95,714,783
Average tons per train.....	260	278	278
Average cars per train.....	16.92	16.04	16.37
Average tons per car.....	15.37	17.33	16.98
Average receipts per ton per mile, cent.....	.815	.723	.727

	1910.	1911.	1912.	1913.
Tons hauled.....	74,482,866	79,884,282	89,444,331	106,992,719
Tons hauled one mile.....	15,712,127,701	16,048,478,295	19,558,190,527	23,032,951,596
Tons hauled one mile per mile of line.....	635,321	631,829	731,776	785,820
Average haul, miles.....	211	200	218	216
Freight train mileage.....	50,184,108	52,498,866	60,126,023	67,320,090
Mixed train mileage.....	6,441,440	6,277,468	6,473,882	7,044,194
Revenue from freight.....	\$116,229,894	\$124,743,015	\$148,030,269	\$174,684,640
Average tons per train.....	311	305	325	342
Average cars per train.....	18.15	18.03	18.19	18.00
Average tons per car.....	17.13	16.91	17.87	19.01
Average receipts per ton per mile, cent.....	.739	.777	.757	.758

Following is an analysis of the commodities which constituted the freight traffic of 1907 and the two succeeding years:—

	1907.	1908.	1909.
	Tons.	Tons.	Tons.
Products of agriculture—			
Grain.....	5,776,731	5,270,935	6,537,506
Flour.....	1,402,386	1,565,008	1,758,894
Other mill products.....	654,179	835,877	1,156,071
Hay.....	803,918	643,695	861,265
Tobacco.....	10,042	23,235	26,462
Cotton.....	22,164	70,203	122,300
Fruit and vegetables.....	562,716	803,777	845,930
Other products of agriculture.....	289,525	183,237	354,835
Products of animals—			
Live stock.....	1,118,141	1,156,772	1,206,221
Dressed meats.....	400,900	455,580	554,984
Other packing house products.....	463,647	444,841	436,529
Poultry, game and fish.....	128,432	151,100	175,081
Wool.....	23,472	33,318	37,236
Hides and leather.....	154,157	141,341	202,968
Other products of animals.....	180,517	89,407	194,468
Products of mines—			
Anthracite coal.....	1,635,628	3,735,141	4,600,514
Bituminous coal.....	11,085,060	12,320,584	11,647,728
Coke.....	547,303	845,702	1,061,829
Ores.....	2,209,860	2,953,353	3,147,487
Stone, sand, &c.....	2,083,336	2,538,333	3,096,416
Other products of mines.....	178,985	243,054	377,087
Products of forests—			
Lumber.....	7,542,475	10,317,541	7,759,393
Other products of forests.....	2,687,160	2,594,685	3,835,614
Manufactures—			
Petroleum and other oils.....	270,810	390,331	464,953
Sugar.....	232,620	451,641	701,319
Naval stores.....	1,674	1,742	22,509
Iron, pig and bloom.....	304,136	583,948	593,950
Iron and steel rails.....	190,380	628,988	336,678
Castings and machinery.....	231,159	858,914	897,849
Bar and sheet metal.....	87,958	353,802	337,866
Cement, brick and lime.....	1,393,792	1,421,678	1,789,994
Agricultural implements.....	223,664	281,834	306,724
Wagons, carriages, tools, &c.....	42,129	96,197	119,463
Wines, liquors and beers.....	191,576	209,912	238,808
Household goods and furniture.....	256,208	269,299	301,401
Other manufactures.....	4,448,535	1,105,433	1,682,078
Merchandise.....	2,309,084	2,008,267	2,393,285
Miscellaneous.....	5,533,426	6,935,135	6,234,372

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Details with regard to commodities are here given for 1913 and the three preceding years:—

	1910.	1911.	1912.	1913.
	Tons.	Tons.	Tons.	Tons.
Products of agriculture—				
Grain.....	7,435,573	7,545,516	9,741,671	10,386,282
Flour.....	1,916,934	2,124,080	2,303,607	2,374,198
Other mill products.....	1,037,282	1,166,323	1,387,624	1,310,167
Hay.....	1,084,966	1,611,621	2,130,803	1,172,02
Tobacco.....	40,880	51,672	68,737	65,489
Cotton.....	84,928	114,827	135,277	98,807
Fruit and vegetables.....	969,122	957,237	1,135,082	1,295,568
Other products of agriculture.....	321,666	238,260	308,144	499,269
Products of animals—				
Live stock.....	1,314,781	1,437,965	1,345,182	1,226,242
Dressed meats.....	546,791	561,220	591,232	616,274
Other packing house products.....	277,739	369,906	392,046	371,663
Poultry, game and fish.....	154,820	189,201	204,421	263,760
Wool.....	28,814	42,602	34,320	40,684
Hides and leather.....	199,853	211,301	227,745	205,583
Other products of animals.....	242,208	378,507	364,334	449,237
Products of mines—				
Anthracite coal.....	7,498,509	6,017,858	5,938,466	8,485,652
Bituminous coal.....	9,166,572	12,514,372	15,027,311	17,930,653
Coke.....	1,384,254	1,416,632	1,166,874	2,010,198
Ores.....	3,636,607	3,802,162	3,190,470	4,348,666
Stone, sand, &c.....	4,084,968	4,417,290	5,186,763	6,350,395
Other products of mines.....	381,112	483,922	957,915	1,104,978
Products of forests—				
Lumber.....	7,302,037	7,361,964	8,129,314	9,590,068
Other products of forests.....	5,766,903	5,873,383	6,023,407	7,019,032
Manufactures—				
Petroleum and other oils.....	500,167	591,651	728,643	807,062
Sugar.....	617,231	614,529	653,757	820,252
Naval stores.....	37,007	18,422	9,472	19,898
Iron, pig and bloom.....	889,881	887,801	1,104,177	1,394,725
Iron and steel rails.....	717,081	616,980	859,897	1,304,551
Castings and machinery.....	1,189,214	1,137,218	1,214,709	1,499,084
Bar and sheet metal.....	568,901	939,916	970,091	1,305,682
Cement, brick and lime.....	2,254,931	2,495,178	2,996,992	3,958,419
Agricultural implements.....	434,928	540,061	552,470	593,470
Wagons, carriages, tools, &c.....	173,137	205,106	252,638	286,069
Wines, liquors and beers.....	245,626	274,162	325,412	372,495
Household goods and furniture.....	388,631	421,529	434,242	493,629
Other manufactures.....	1,997,541	4,840,434	6,156,581	6,838,904
Merchandise.....	2,518,190	2,438,089	2,711,963	4,365,852
Miscellaneous.....	7,073,078	4,981,385	4,410,342	4,161,134

Separating the foregoing items into classes, and comparing the figures with those of preceding years, the result is as follows:—

	1907.	1908.	1909.	1910.
	Tons.	Tons.	Tons.	Tons.
Products of agriculture.....	9,521,661	9,396,967	11,963,263	12,891,351
Products of animals.....	2,469,266	2,472,359	2,807,487	2,765,006
Products of mines.....	18,460,172	22,636,227	23,931,061	26,152,022
Products of forest.....	10,229,635	12,912,226	11,595,007	13,068,940
Manufactures.....	7,974,641	6,655,719	7,902,592	10,014,279
Merchandise.....	2,309,084	2,008,067	2,393,285	2,518,190
Miscellaneous.....	5,533,426	6,938,135	6,234,372	7,073,078
Totals.....	56,497,885	63,019,900	66,827,067	74,482,866

	1911.	1912.	1913.
	Tons.	Tons.	Tons.
Products of agriculture.....	13,809,536	17,300,945	17,196,802
Products of animals.....	3,190,702	3,159,280	3,173,562
Products of mines.....	28,652,236	31,467,799	40,230,542
Products of forests.....	13,238,347	14,152,721	16,609,100
Manufactures.....	13,573,987	16,241,081	19,694,240
Merchandise.....	2,438,089	2,711,963	4,365,852
Miscellaneous.....	4,981,385	4,410,542	4,161,154
Totals.....	79,884,282	89,444,331	*106,992,710

\*Total contains 1,561,457 tons not distributed.

Following is the ratio which each class bore to the total:—

	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Products of agriculture.....	16.85	14.91	17.91	17.31	17.17	19.34	16.31
Products of animals.....	4.37	3.92	4.21	3.71	4.00	3.53	3.01
Products of mines.....	32.68	35.92	35.81	35.11	35.87	35.18	38.16
Products of forests.....	18.11	20.49	17.35	17.54	16.57	15.82	15.75
Manufactures.....	14.11	10.56	11.82	13.44	17.00	18.16	18.68
Merchandise.....	4.08	3.18	3.58	3.33	3.06	3.03	4.14
Miscellaneous.....	9.79	11.02	9.32	9.59	6.33	4.94	3.93

A new division was made effective in traffic movement during the past year, the object being (1) to definitely determine the net tonnage and (2) to separate business originating on United States lines operating in Canada. A column was inserted having the head 'Received from U. S. Roads.' Under this head was entered all traffic brought into Canada by American lines which cross the boundary, and also all tonnage delivered at the border to any road operating in Canada. A connecting road was defined as a road operating in Canada. By this revised plan a better classification of traffic is had. Following was the result:

	Tons.
Originating in Canada.....	56,829,297
Received from connecting roads.....	21,284,742
Received from U. S. roads.....	27,317,214
Undistributed (G. T. P.).....	1,561,457
Total.....	106,992,710

It may be assumed from the foregoing summary that the net tonnage for the year was 85,707,968.

Details with regard to commodities carried by the various railways will be found in Table 12.

EARNINGS AND OPERATING EXPENSES.

The gross earnings for 1913 were \$256,702,703.32, as against \$219,403,752.79 in 1912. The increment for 1913 over 1912 was \$37,298,950.53, or equal to 17.00 per cent.

Operating expenses for 1913 amounted to \$182,011,690.33, as compared with \$150,726,539.87 in 1912—an increase of \$31,285,150.46, or 20.7 per cent.

The ratio of operating expenses to gross earnings was 70.9, as against 68.7 in 1912.

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The following table gives the gross earnings and operating expenses, with the ratio borne by the latter to the former, since 1875:—

Year.	Earnings.	Operating expenses.	Percentage of operating expenses to earnings.
	\$	\$	
1875	19,470,539	15,075,532	81.1
1876	19,358,084	15,802,721	81.8
1877	18,742,053	15,290,091	81.1
1878	20,520,078	16,100,102	78.4
1879	19,925,066	16,188,282	81.2
1880	23,561,447	16,840,705	71.0
1881	27,987,508	20,121,418	71.9
1882	29,027,789	22,390,708	77.1
1883	33,244,586	24,691,667	74.3
1884	33,421,705	25,595,341	76.5
1885	32,227,469	24,015,351	74.5
1886	33,389,381	24,117,582	72.4
1887	38,841,609	27,624,683	71.1
1888	42,159,152	30,652,046	72.7
1889	42,149,615	31,038,045	73.0
1890	46,843,826	32,913,350	70.2
1891	48,192,099	34,960,449	72.5
1892	51,685,768	36,488,228	70.5
1893	52,042,396	36,616,033	70.3
1894	49,552,528	35,218,432	71.1
1895	46,785,486	32,749,668	69.9
1896	50,545,569	35,042,654	69.5
1897	52,353,276	35,168,665	67.1
1898	59,715,105	39,137,549	65.5
1899	62,243,784	40,706,217	65.5
1900	70,740,270	47,699,798	67.4
1901	72,898,749	50,368,726	69.0
1902	83,666,503	57,343,592	68.5
1903	96,064,526	67,481,523	70.2
1904	100,219,436	74,563,161	74.4
1905	106,467,198	79,977,573	75.2
1906	125,322,865	87,129,434	69.5
1907	146,738,214	103,748,672	70.7
1908	146,918,314	107,304,143	73.0
1909	145,056,336	104,600,084	72.1
1910	173,956,217	120,405,440	69.2
1911	188,733,494	131,033,785	69.4
1912	219,403,753	150,726,549	68.7
1913	256,702,703	182,011,690	70.9

## EARNINGS.

Table No. 9 will show the net earnings for 1913. The immediate difference between gross earnings and operating expenses was \$74,691,012.99; but, after making proper deductions, the correct net corporate income was \$59,597,011.72. Under the head of Income Account, in an earlier part of this introduction, as well as in Table 9, will be found the disposition that was made of this amount. The actual balance to profit and loss was \$25,596,878.90, as compared with \$20,146,869.29 in 1912.

Revenue from outside operations in 1913 reached a total of \$24,588,410.10, against which were operating expenses amounting to \$17,889,622.76. The credit balance of \$6,698,787.34 is included in gross corporate income. The total for 1913 does not include the business of the Canadian Northern the outside operations of which are carried on under various other corporate names; but an effort will be made to bring them into the account in future.

There is no good reason why all the operation of a large railway corporation should not be brought into Railway Statistics, no matter under what name they may be conducted.

The earnings per train mile, all trains, were \$2.263, as compared with \$2.174 in 1912.

Net earnings, as represented by the difference between gross earnings and operating expenses, were equal to \$2,511.96 per mile of line. This result is given merely for the sake of continuing comparisons which were begun before the adoption of present railway accounting methods.

Gross earnings were equal to \$8,750.50 per mile of line—a gain of \$541.43 over 1912.

Earnings from freight service per revenue freight train mile were \$2.595, as compared with \$2.494 in 1912.

Earnings from passenger train service per passenger train mile were \$1.412 as against \$1.402 over 1912.

Earnings.	1907.	1908.	1909.	1910.	1911.	1912.	1913.
	\$	\$	\$	\$	\$	\$	\$
Passenger train mile	1.236	1.228	1.450	1.277	1.348	1.390	1.412
Freight train mile	2.069	2.098	2.041	2.316	2.376	2.494	2.595
	1909.	1910.	1911.	1912.	1913.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Passengers	39,073,485 84	46,018,879 56	50,566,893 98	56,543,663 60	64,441,429 99		
Mails	1,723,180 97	1,796,887 80	1,869,413 89	1,914,720 39	2,074,910 22		
Freight	3,561,170 96	4,143,837 52	4,674,135 27	5,294,388 08	6,376,258 98		
Garbage, parlor cars, &c.	924,485 50	993,613 63	1,207,555 31	1,235,414 59	1,539,394 96		
Freight	96,685,076 23	117,497,604 03	126,570,533 52	149,961,140 13	177,089,372 78		
Station and train privileges	493,895 13	679,061 12	826,251 92	1,086,687 37	1,566,720 97		
Telegraphs, rents, &c.	2,595,038 56	2,823,333 47	3,018,709 92	3,307,738 63	3,614,615 42		
	145,956,336 19	173,956,217 13	188,733,493 51	219,403,752 79	256,702,793 32		

Of the foregoing total, \$251,521,366.93 was derived from transportation—a gain of \$36,411,040.14 over the preceding year.

Gross earnings during the past five years came from the following sources:—

	1910.			1911.		
	\$	cts.	Per cent.	\$	cts.	Per cent.
Passenger service	52,956,218	51	30.44	58,317,998	45	30.00
Freight service	117,497,604	03	67.54	126,570,533	52	67.07
Station and train privileges, &c.	679,061	12	.39	826,251	92	.44
Telegraph, rents and other sources	2,826,453	21	1.63	3,018,709	92	1.59
Total	173,956,217	13		188,733,493	81	

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	1912.		1913.	
	\$	cts. Per cent.	\$	cts. Per cent.
Passenger service.....	65,048,186	66 29.65	74,431,994	15 28.99
Freight service.....	149,961,140	13 68.35	177,089,372	78 68.99
Station and train privileges, &c.....	1,086,687	37 .49	1,566,720	97 .61
Telegraph, rents and other sources.....	3,307,738	63 1.51	3,614,615	42 1.41
Total.....	219,403,752	79	256,702,703	32

A comparison of the items comprising earnings from passenger train service during the past seven years gives the following result:—

	1907.		1908.		1909.		1910.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Passengers.....	39,181,437	64	39,992,503	11	39,073,438	84	46,018,879	56
Mails.....	1,626,704	64	1,670,120	90	1,723,180	97	1,799,887	80
Express.....	3,277,695	09	3,486,300	63	3,561,170	96	4,143,837	52
Other sources.....	1,641,814	92	1,705,234	33	924,485	50	993,613	63
Total.....	45,730,652	29	48,854,158	97	45,282,326	27	52,956,218	51

	1911.		1912.		1913.	
	\$	cts.	\$	cts.	\$	cts.
Passengers.....	50,566,893	98	56,543,663	60	64,441,429	99
Mails.....	1,869,413	89	1,914,720	39	2,704,910	22
Express.....	4,674,135	27	5,294,388	08	6,376,258	98
Other sources.....	1,207,555	31	1,295,414	59	1,539,394	06
Total.....	58,317,998	45	65,048,186	66	74,431,994	15

The item of 'other sources' in the foregoing table includes excess baggage, parlour and chair car revenue, &c.

Owing to the adoption of entirely new methods of accounting in 1907, it is not practicable to carry comparisons with respect to earnings back of that year. The amounts credited to the several sources of revenue in preceding years, and the ratio they bore to the total, are shown in the following table:—

Year.	Passengers.	Per cent.	Freight.	Per cent.	Mail and Express.	Per cent.	Other Sources.	Per cent.	Total.
	\$		\$		\$		\$		\$
1875.....	6,410,934	32.92	12,073,570	62.00	693,250	3.56	292,784	1.52	19,470,539
1876.....	6,254,866	32.25	12,211,158	63.08	703,994	3.63	188,064	0.96	19,358,084
1877.....	6,458,493	34.46	11,351,264	60.40	744,741	3.97	217,554	1.16	18,742,053
1878.....	6,386,325	31.12	13,129,191	63.98	795,797	3.87	208,763	1.01	20,520,073
1879.....	6,459,598	32.41	12,509,093	62.77	789,926	3.96	166,448	0.83	19,935,066
1880.....	7,076,339	30.03	15,506,935	65.81	851,288	3.18	102,075	0.43	23,561,447
1881.....	8,223,254	29.34	18,666,982	66.69	946,159	3.37	145,332	0.51	27,987,508
1882.....	10,018,477	34.51	17,729,945	61.07	1,037,460	3.57	235,857	0.81	29,027,789
1883.....	10,583,119	31.69	21,320,208	64.13	1,108,208	3.33	261,423	0.78	33,244,586
1884.....	11,204,036	33.70	20,763,243	62.12	1,155,044	3.45	299,880	0.89	33,421,705
1885.....	10,559,796	32.76	19,962,058	61.94	1,283,307	3.98	422,506	1.31	32,227,469
1886.....	10,261,691	30.73	21,189,967	63.44	1,432,360	4.02	511,362	1.53	33,389,381
1887.....	11,867,597	30.55	24,581,047	63.28	1,575,157	4.05	771,992	1.98	38,841,609
1888.....	12,744,636	30.22	26,410,084	62.62	1,627,731	3.85	1,376,699	3.26	42,159,152
1889.....	13,242,708	31.41	26,671,049	63.27	1,681,162	3.98	554,694	1.29	42,149,615
1890.....	13,781,768	29.31	29,921,788	63.87	1,757,977	3.96	1,423,592	3.25	46,843,826
1891.....	14,286,408	29.64	30,548,645	63.38	1,904,961	3.95	1,452,083	3.01	48,192,099
1892.....	14,788,465	28.61	33,230,121	64.28	1,935,059	3.85	1,672,121	3.23	51,685,763
1893.....	15,087,299	29.12	32,933,028	63.28	2,151,769	4.13	1,868,298	3.59	52,042,396
1894.....	15,452,420	31.18	29,982,482	60.50	2,182,942	4.40	1,934,682	3.94	49,552,528
1895.....	13,311,440	28.42	29,545,490	63.15	2,198,460	4.43	1,730,096	3.68	46,785,486
1896.....	13,747,773	27.19	32,368,082	64.03	2,396,082	4.07	2,033,069	4.02	50,545,569
1897.....	13,929,346	26.48	33,522,102	62.88	2,624,573	5.01	2,278,106	4.35	52,353,276
1898.....	15,622,311	26.16	38,508,175	64.48	2,732,004	4.59	2,852,613	4.77	59,715,105
1899.....	15,929,583	25.59	40,101,036	64.42	2,842,681	4.56	3,370,483	5.11	62,243,784
1900.....	18,581,452	26.26	45,643,699	64.52	3,012,486	4.25	3,502,632	4.95	70,740,270
1900.....	18,581,452	26.26	45,643,699	64.52	3,012,486	4.25	3,502,632	4.95	70,740,270
1901.....	19,396,302	26.69	46,665,103	64.01	3,105,457	4.25	3,731,885	5.12	72,898,749
1902.....	22,690,090	27.01	53,986,672	64.52	3,273,302	3.91	3,806,437	4.54	83,666,503
1903.....	21,862,109	25.88	63,089,418	65.67	3,596,145	3.53	4,716,823	4.91	96,064,526
1904.....	26,901,831	26.84	64,673,919	64.53	4,031,662	4.02	4,612,022	4.61	100,219,436
1905.....	28,959,649	27.20	68,203,320	64.13	3,961,769	3.07	5,342,459	5.01	106,467,198
1906.....	33,392,158	26.64	81,433,115	64.97	4,510,649	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.

Operating expenses totalled \$182,011,690.33 in 1913 as compared with \$150,726,539.87. The increment of \$31,285,150.46 was equal to 20.7 per cent. Operating expenses per mile of line aggregated \$6,204.38, as against \$5,639.48. This increase amounted to 9.5 per cent.

Per train mile—popularly regarded as the cost of running a train one mile—operating expenses were equal to \$1.604. In 1912 the cost was \$1.493.



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The following are comparisons of gross earnings per mile of line, operating expenses per mile and net earnings per mile since 1907:—

	Gross earnings per mile.	Operating expenses per mile.	Net earnings per mile.
	\$ cts.	\$ cts.	\$ cts.
1907.....	6,535 64	4,620 90	1,914 73
1908.....	6,397 21	4,673 30	1,724 90
1909.....	6,017 89	4,339 53	1,678 40
1910.....	7,033 93	4,868 60	2,165 83
1911.....	7,430 45	5,158 85	2,271 64
1912.....	8,209 07	5,639 48	2,569 59
1913.....	8,750 50	6,204 38	2,546 12

The earnings from all sources, divided by the aggregate train mileage, called earnings per train mile, and the total operating expenses, divided by the mileage of all trains, representing the cost of running a train one mile, are shown in comparative form in the following table:—

	Earnings per train mile.	Expenses per train mile.
	\$	\$
1899.....	1-192	0-770
1900.....	1-282	0-861
1901.....	1-366	0-944
1902.....	1-501	1-028
1903.....	1-591	1-117
1904.....	1-634	1-216
1905.....	1-614	1-213
1906.....	1-723	1-198
1907.....	1-953	1-381
1908.....	1-869	1-364
1909.....	1-816	1-309
1910.....	2-036	1-409
1911.....	2-193	1-460
1912.....	2-173	1-493
1913.....	2-263	1-604

It will be observed that the cost of running trains has risen steadily during the years dealt with in the foregoing table. While earnings per train mile have increased 89.8 during that period, operating expenses per train mile have increased 105.9 per cent.

The distribution of operating expenses in 1913 and four preceding years is shown in the following tables:—

Operating expenses.	1909.	Per cent.	1910.	Per cent.
	\$ cts.		\$ cts.	
Way and structures.....	21,153,274 46	20-22	27,035,603 46	22-45
Equipment.....	21,510,303 59	20-56	26,002,301 30	21-59
Traffic expenses.....	3,798,824 57	3-63	4,366,176 92	3-63
Transportation.....	54,284,587 41	51-89	58,928,170 74	48-94
General expenses.....	3,833,094 40	3-70	4,073,188 00	3-39

Operating expenses.	1911.	Per cent.	1912.	Per cent.	
	§	cts.	§	cts.	
Way and structures.....	29,245,093	22	31,514,098	12	20-90
Equipment.....	26,127,638	12	29,811,510	09	19-78
Traffic expenses.....	4,831,744	50	5,293,699	75	3-51
Transportation.....	66,343,269	58	78,069,543	65	52-39
General expenses.....	4,457,039	53	5,137,688	26	3-42

Operating expenses.	1913.		Per cent.
	§	cts.	
Way and structures.....	35,933,322	78	19-74
Equipment.....	37,289,718	47	20-48
Traffic expenses.....	6,143,200	85	3-37
Transportation.....	96,688,264	42	53-12
General expenses.....	5,957,183	81	3-29

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Following is a table, showing a comparison of operating expenses for 1909, 1910, 1911, 1912 and 1913 together with the ratio which each item bore to the total.

	1909.			1910.			1911.			1912.			1913.		
	Amount.	Percent.	\$ cts.	Amount.	Percent.	\$ cts.	Amount.	Percent.	\$ cts.	Amount.	Percent.	\$ cts.	Amount.	Percent.	\$
<b>Maintenance of Way and Structures—</b>															
Superintendence.....	759,240.98	7.2	839,925.47	7.0	985,527.11	7.5	1,491,817.56	7.2	1,554,550	7.4					
Railroad.....	198,736.80	1.9	415,078.44	3.4	367,613.12	2.8	282,085.05	1.9	683,950	3.8					
Ties.....	2,078,384.80	20.5	3,496,727.16	28.5	3,565,821.29	27.2	3,728,821.52	24.7	4,705,824	25.8					
Rails.....	1,343,471.77	12.8	1,753,740.57	14.4	1,459,164.81	11.1	1,429,874.49	9.4	1,971,465	11.0					
Other track material.....	1,084,242.40	10.3	1,151,251.29	9.4	1,151,744.99	8.8	1,102,472.45	7.9	1,715,876	9.4					
Roadway and track.....	8,469,429.63	80.4	11,683,918.50	97.0	11,965,563.22	91.3	13,938,132.11	92.4	15,017,316	82.5					
Removal of snow and ice.....	1,529,457.57	14.8	968,916.59	8.0	1,611,046.60	12.5	1,448,192.02	9.6	1,562,284	8.6					
Tunnels.....	48,463.27	0.4	17,528.99	0.1	27,251.43	0.2	14,135.68	0.1	53,984	0.3					
Bridges, trestles and culverts.....	1,603,291.05	15.3	2,018,471.72	17.0	2,133,612.56	16.2	2,265,127.73	15.7	2,159,154	11.8					
Over and under grade crossings.....	57,179.87	0.5	31,697.05	0.2	61,561.67	0.4	69,130.78	0.4	95,422	0.5					
Grade crossings, fences, &c.....	528,111.60	5.0	614,500.97	5.0	651,584.83	5.0	619,956.79	4.1	696,530	3.8					
Snow fences and sheds.....	91,538.47	0.8	81,225.86	0.6	117,479.11	0.9	178,989.28	1.1	266,855	1.4					
Signals and interlocking plants.....	131,419.79	1.2	155,658.13	1.2	174,926.25	1.3	177,140.97	1.1	228,826	1.2					
Telegraph and telephonic lines.....	246,934.48	2.3	438,169.47	3.6	504,792.52	3.8	551,159.63	3.6	607,448	3.3					
Electric power transmission.....	4,046.56	0.0	116,325.48	0.9	3,860.34	0.0			3,006	0.0					
Buildings, fixtures and ground.....	2,241,319.79	21.4	2,451,761.72	20.1	3,090,367.46	23.6	3,634,523.68	24.4	3,731,385	20.6					
Docks and wharves.....	187,879.64	1.7	167,519.61	1.4	170,387.62	1.3	124,819.68	0.8	195,654	1.0					
Roadway tools and supplies.....	238,789.60	2.1	267,462.06	2.2	343,654.12	2.6	375,628.15	2.5	529,627	2.8					
Injuries to persons.....	42,563.24	0.4	66,233.81	0.5	82,457.05	0.6	102,076.50	0.7	103,662	0.5					
Stationery and printing.....	40,519.73	0.4	47,019.92	0.4	60,839.28	0.4	65,492.46	0.4	87,643	0.4					
Other expenses.....	25,741.90	0.2	19,439.05	0.1	21,026.65	0.2	19,982.80	0.1	13,998	0.0					
Maintaining joint tracks, &c., &c.....	52,984.57	0.5	120,349.85	1.0	144,739.93	1.1	169,087.68	1.0	223,175	1.2					
<b>Maintenance of Equipment—</b>															
Superintendence.....	497,292.54	4.7	565,442.79	4.6	614,929.23	4.7	618,912.28	4.3	787,474	4.3					
Steam locomotives, repairs.....	9,177,704.25	90.1	10,876,391.12	90.2	10,613,270.84	81.2	12,017,379.67	79.7	15,520,040	85.2					
Electric locomotives, renewals.....	411,784.25	3.9	585,978.33	4.8	688,326.51	5.2	639,658.21	4.2	831,421	4.5					
Passenger train cars, repairs.....	11,020.55	0.1			3,963.88	0.0	6,846.88	0.0	9,362	0.0					
Freight train cars, renewals.....	2,363,472.23	22.8	3,486,546.88	28.9	3,175,119.61	24.2	3,767,031.92	24.7	4,524,274	24.8					
Passenger train cars, repairs.....	138,969.45	1.3	229,517.24	1.9	285,139.50	2.2	301,301.40	2.0	462,944	2.5					
Freight train cars, renewals.....	5,863,635.61	56.6	7,243,690.61	60.1	7,498,527.27	57.2	8,863,319.02	57.8	10,283,689	54.4					
Work equipment, repairs.....	879,717.84	8.4	1,001,559.92	8.3	1,014,217.85	7.8	1,206,598.14	7.9	1,631,359	8.9					
Work equipment, renewals.....	454,543.98	4.3	608,592.58	5.1	824,105.05	6.3	788,808.57	5.2	984,522	5.3					
Floating equipment, repairs.....	87,618.41	0.8	141,570.79	1.1	125,697.62	0.9	115,937.08	0.7	253,730	1.4					
Floating equipment, renewals.....	44,111.81	0.4	137,694.15	1.1	125,895.18	0.9	83,899.67	0.5	113,639	0.6					
Sloping machinery and tools.....	761,738.82	7.3	777,666.28	6.4	877,373.11	6.6	1,070,366.36	7.1	1,417,051	7.9					

Following is a table, showing a comparison of operating expenses for 1909, 1910, 1911, 1912, and 1913, &c.—Concluded.

	1909.		1910.		1911.		1912.		1913.	
	Amount.	Percent.	Amount.	Percent.	Amount.	Percent.	Amount.	Percent.	Amount.	Percent.
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Maintenance and Equipment— <i>Con.</i>										
Power plant equipment.....	7,119 51	.00	2,218 52	.00	3,908 94	.00	3,232 91	.00	8,426	.00
Injuries to persons.....	33,014 04	.03	41,122 58	.03	35,474 48	.03	65,791 22	.04	94,519	.05
Stationery and printing.....	64,883 49	.06	71,196 77	.05	78,064 46	.06	92,060 58	.06	112,752	.06
Other expenses.....	121,201 13	.11	53,254 29	.07	100,481 58	.08	89,250 47	.05	210,893	.11
Equipment loaned and borrowed— <i>Dr.</i>	60,553 23	.05	41,117 49	.03	105 67	.00	4,127 54	.00	58,227	.03
Traffic Expenses—										
Superintendence.....	789,829 20	.75	873,134 66	.72	946,707 75	.72	1,072,922 35	.71	1,202,432	.66
Outside agencies.....	1,630,331 55	1.55	1,980,700 23	1.64	2,237,388 49	1.64	2,376,970 60	1.57	2,822,800	1.55
Advertising.....	698,539 25	.66	804,392 81	.66	821,328 74	.63	1,009,508 72	.70	1,119,010	.64
Traffic associations.....	74,397 01	.07	83,673 99	.06	100,723 48	.08	107,472 05	.07	119,111	.06
Fast freight line.....	303,285 09	.29	224,635 69	.18	207,842 69	.16	185,507 55	.11	189,046	.10
Industrial and immigration bureaus.....	18,856 06	.02	36,934 96	.03	109,000 33	.08	77,031 07	.04	102,158	.05
Stationery and printing.....	278,799 24	.26	356,373 61	.29	397,325 63	.30	458,175 87	.30	515,445	.28
Other expenses.....	4,787 14	.00	6,290 97	.00	11,427 60	.00	6,021 54	.00	12,549	.00
Transportation Expenses—										
Superintendence.....	1,258,246 56	1.20	1,327,856 06	1.10	1,484,480 47	1.13	1,664,102 69	1.10	2,171,316	1.19
Dispatching trains.....	794,148 07	.76	796,391 87	.66	873,512 46	.67	989,010 82	.65	1,260,662	.69
Station employees.....	7,144,573 81	6.83	8,315,042 55	6.90	9,539,519 35	7.28	10,949,743 16	7.26	13,900,412	7.63
Weighing and car service association.....	46,049 36	.04	56,761 82	.04	46,117 02	.03	55,836 65	.03	72,212	.03
Coal and ore docks.....	19,909 99	.01	50,177 08	.04	40,795 60	.03	5,278 84	.00	10,323	.00
Station supplies and expenses.....	798,021 05	.76	853,102 92	.71	892,376 56	.74	1,132,947 80	.75	1,396,324	.76
Yardmasters and their clerks.....	374,334 16	.35	405,805 05	.33	499,570 69	.37	577,624 19	.37	864,250	.47
Yard conductors and brakemen.....	1,533,070 52	1.46	1,849,942 79	1.53	2,630,566 87	2.01	3,351,530 42	2.21	4,233,511	2.32
Yard, switch and signal tenders.....	183,210 94	.17	193,013 69	1.6	212,336 65	.04	247,410 79	.17	278,242	.15
Yard supplies and expenses.....	1,144,827 42	1.09	1,299,915 93	1.07	1,664,839 64	1.27	2,088,282 16	1.38	2,662,307	1.46
Yard engines.....	337,421 60	.32	377,954 92	.31	479,790 74	.36	590,541 03	.38	775,829	.42
Engine house expenses—yard.....	1,433,354 45	1.37	1,737,575 56	1.44	2,034,664 63	1.55	2,588,822 97	1.71	3,336,910	1.83
Fuel for yard locomotives.....	80,869 73	.07	86,510 94	.07	100,993 61	.08	120,426 00	.08	150,666	.08
Lubricants for yard locomotives.....	31,159 05	.03	32,057 60	.02	35,173 51	.03	38,920 16	.02	49,739	.02
Other supplies for yard locomotives.....	34,274 79	.03	40,807 38	.03	44,979 76	.03	54,854 87	.03	71,922	.04
Operating joint yards, &c.— <i>Dr.</i>	424,953 72	.40	477,543 27	.39	522,751 58	.40	561,161 50	.36	1,048,545	.57
Motormen.....	10,599 40	.01	.....	.....	10,685 97	.00	1,634 69	.00	5,257	.00
Road engines.....	6,305,369 08	6.02	6,891,165 42	5.72	7,749,405 13	6.06	9,197,792 77	6.10	11,157,678	6.13
Engine house expenses—road.....	2,075,477 82	1.88	2,125,418 22	1.77	2,393,116 79	1.87	2,830,518 62	1.87	3,463,129	1.90
Fuel for road locomotives.....	16,111,095 45	15.40	16,832,817 13	13.97	18,147,438 22	13.84	21,591,999 64	14.32	25,089,445	13.78
Water for road locomotives.....	740,594 70	.71	768,167 81	.63	869,072 53	.65	1,042,137 09	.70	1,243,782	.68

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Lubricants for road locomotives.....	245,876 65	.23	270,872 01	.22	306,940 63	.23	351,407 64	.23	420,412
Other supplies.....	287,462 54	.27	306,586 55	.25	334,875 66	.50	388,381 63	.26	502,845
Operating power plant.....	28,515 15	.02	175 48	.00	3,665 77	.00	.....	.....	2,483
Purchased power.....	.....	.....	.....	.....	15,003 18	.01	.....	.....	4,781
Road trainmen.....	6,584,565 63	6.29	7,247,121 40	6.01	8,306,084 59	6.34	9,904,675 15	6.63	11,821,933
Train supplies and expenses.....	2,201,549 18	2.10	2,428,155 75	1.94	2,688,435 63	2.05	3,246,648 32	2.15	3,398,332
Interlocks, block and other signals.....	223,370 27	.21	230,629 58	.19	196,894 92	.15	202,218 86	.14	259,938
Crossing flagmen and gatemen.....	117,726 84	.11	128,315 59	.10	146,169 69	.11	160,959 35	.10	191,884
Drawbridge operation.....	37,313 04	.03	41,167 50	.03	101,717 47	.08	49,469 52	.03	59,633
Clearing wrecks.....	330,212 24	.31	314,005 59	.26	340,988 87	.26	513,957 11	.36	670,677
Telegraph and telephone—operation.....	216,322 74	.20	237,189 55	.19	249,331 33	.19	291,858 47	.19	366,710
Operating floating equipment.....	331,446 35	.31	390,361 92	.32	289,605 15	.22	249,569 38	.17	282,348
Express service.....	6,532 66	.00	6,717 25	.00	7,374 77	.00	7,597 55	.00	66,655
Stationery and printing.....	479,151 53	.46	575,209 34	.48	620,273 92	.47	708,465 09	.47	867,222
Other expenses.....	238,914 58	.21	270,420 72	.22	334,214 49	.26	372,159 75	.25	408,497
Loss and damage—freight.....	1,004,774 74	.96	865,688 58	.71	1,073,407 20	.82	1,424,702 68	.95	2,102,597
Loss and damage—baggage.....	21,973 64	.02	15,007 36	.01	18,802 07	.01	20,410 21	.01	29,193
Damage to property.....	163,483 71	.15	172,459 79	.14	197,677 02	.15	528,670 31	.37	265,922
Damage to stock on right of way.....	59,626 12	.05	57,281 26	.05	68,048 50	.04	76,755 46	.05	86,683
Injuries to persons.....	637,011 14	.63	658,205 05	.54	559,058 38	.03	541,323 50	.37	879,067
Operating joint tracks—Dr.....	76,728 69	.07	88,462 03	.07	46,149 91	.42	72,205 27	.04	96,255
General Expenses—									
Salaries and expenses of general officers.....	739,028 29	.07	754,158 00	.62	808,131 25	.63	1,011,334 22	.69	963,085
Salaries and expenses of clerks, &c.....	1,126,730 58	1.06	1,197,850 70	1.00	1,322,385 75	1.00	1,512,453 07	1.00	1,750,558
General office supplies and expenses.....	227,096 50	.21	193,026 52	.16	227,932 86	.17	266,635 75	.17	366,627
Law expenses.....	480,924 76	.46	511,659 98	.42	555,862 84	.45	601,957 19	.38	693,215
Insurance.....	593,060 31	.56	654,633 93	.54	726,168 79	.55	831,127 09	.55	1,013,385
Relief department expenses.....	239,941 71	.02	28,358 43	.02	28,504 34	.02	30,261 38	.02	28,841
Pensions.....	188,282 26	.18	181,255 41	.15	186,323 02	.14	194,858 13	.11	204,916
Stationery and printing.....	152,910 01	.14	177,661 48	.14	191,210 03	.15	198,698 78	.11	253,795
Other expenses.....	296,749 50	.27	360,756 97	.30	398,981 16	.30	478,766 18	.32	655,484
General administration joint tracks, &c.....									
Dr.....	18,370 48	.02	13,626 58	.01	11,539 49	.00	11,596 47	.01	24,280

Details of operating expenses for 1913, by railways, will be found in table 8.

The following statement shows maintenance of way and structures, together with maintenance of equipment, per mile of line, for the past five years:—

Year.	Maintenance of Way. Amount.	Mileage.	Amount per Mile of Line.	Year.	Maintenance of Equipment. Amount.	Mileage.	Amount per Mile of Line.
	\$    cts.		\$    cts.		\$    cts.		\$    cts.
1907.....	20,887,091 66	22,452	930 30	1907.....	21,666,373 08	22,452	965 01
1908.....	20,778,699 78	22,966	901 76	1908.....	20,273,625 95	22,966	882 77
1909.....	21,153,274 46	24,104	877 58	1909.....	21,510,303 59	24,104	892 40
1910.....	27,035,603 46	24,731	1,093 19	1910.....	26,002,301 30	24,731	1,051 41
1911.....	29,245,093 22	25,400	1,151 38	1911.....	26,127,638 12	25,400	1,028 65
1912.....	31,514,098 12	26,727	1,179 11	1912.....	29,811,510 09	26,727	1,115 41
1913.....	35,933,322 78	29,336	1,224 92	1913.....	37,289,718 47	29,336	1,271 13

It is significant that the cost of maintenance of way and structures should have increased 31.6 per cent, and maintenance of equipment 31.7 per cent, within six years.

So that the more important items relating to earnings and operating expenses may be had before the eye in convenient form for comparison, the following table is presented:—

	1907.		1908.		1909.	
	\$	\$	\$	\$	\$	\$
Gross Earnings.....	146,738,214	146,918,313	145,056,336			
Net Earnings.....	42,989,537	39,614,171	40,456,251			
Gross earnings per mile.....	6,555-64	6,397-21	6,017-89			
Net earnings per mile.....	1,914-73	1,724-90	1,678-40			
Earnings per passenger.....	1-219	1-175	1-195			
" ton.....	1-472	1-486	1-432			
" passenger train mile.....	1-263	1-228	1-150			
" freight train mile.....	2-069	2-008	2-041			
" train mile, all trains.....	1-875	1-791	1-816			
Operating Expenses.....	103,748,672	107,304,143	104,600,084			
" per mile.....	4,620-90	4,672-30	4,339-53			
Cost of running trains one mile.....	1-381	1-364	1-309			

	1910.		1911.		1912.		1913.	
	\$	\$	\$	\$	\$	\$	\$	
Gross earnings.....	173,956,217	188,733,494	219,726,540	256,702,703				
Net earnings.....	53,550,776	57,698,709	68,677,213	74,691,013				
Gross earnings per mile.....	7,033-93	7,430-45	8,209-94	8,750-50				
Net earnings per mile.....	2,165-83	2,271-60	2,569-58	2,511-96				
Earnings per passenger.....	1-282	1-363	1-375	1-394				
" ton.....	1-560	1-561	1-655	1-636				
" passenger train mile.....	1-277	1-348	1-390	1-413				
" freight train mile.....	2-316	2-376	2-494	2-595				
" train mile, all trains.....	2-036	2-103	2-174	2-263				
Operating expenses.....	120,405,440	131,034,785	150,726,540	182,011,690				
" per mile.....	4,868-60	5,158-85	5,639-48	6,204-38				
Cost of running trains one mile.....	1,409	1,460	1-493	1-604				

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## EQUIPMENT.

Substantial additions were made to the equipment of railways in 1913. The units reported were:—

	Number.	Increase.
Locomotives.....	5,119	635
Cars in passenger service.....	5,696	750
Cars in freight service.....	182,221	41,303
Cars in Company's service.....	15,526	5,060

During the past seven years, locomotives have been reported as having been assigned to the following services:—

Locomotives.	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Passenger.....	964	1,122	1,056	1,090	1,215	1,192	1,474
Freight.....	2,206	2,392	2,539	2,601	2,659	2,787	3,011
Switching.....	334	358	334	388	435	505	624

The growth of equipment during the past seven years, omitting company's cars, is shown in the following statement of numbers:—

Locomotives and Cars.	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Locomotives.....	3,501	3,872	3,969	4,079	4,219	4,434	5,119
Freight cars.....	197,407	115,709	117,779	119,713	127,158	140,918	182,221
Passenger cars.....	3,642	4,026	4,192	4,320	4,513	4,946	5,696

Cars in passenger service have been classified, since 1907, as follows:—

Cars in Passenger Service.	1907.	1908.	1909.	1910.	1911.	1912.	1913.
First class.....	1,300	1,493	1,560	1,564	1,601	1,788	2,058
Second Class.....	472	487	471	512	517	550	627
Combination.....	405	422	429	435	434	453	492
Emigrant.....	272	303	317	318	357	389	437
Dining.....	105	114	127	123	137	159	176
Parlour.....	63	63	60	69	80	89	117
Sleeping.....	212	236	261	283	306	353	440
Baggage, express and postal.....	782	873	926	979	1,045	1,132	1,275
Other.....	31	35	41	37	36	33	74
Totals.....	3,642	4,026	4,192	4,320	4,513	4,946	5,696

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Cars in freight service have been divided into the following classes:—

Cars in Freight Service.	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Box.....	68,149	72,863	74,477	75,933	79,412	89,982	128,511
Flat.....	20,477	21,759	21,188	20,769	21,069	22,000	25,117
Stock.....	4,817	5,047	5,518	5,528	5,809	6,322	6,745
Coal.....	10,358	11,616	11,721	12,680	13,768	14,715	14,746
Tank.....	132	197	197	195	277	390	479
Refrigerator.....	1,917	2,423	2,466	2,539	2,807	3,082	3,911
Other.....	1,557	1,804	2,212	2,019	4,016	44,27	2,712
Totals.....	107,407	115,709	117,779	119,713	127,158	140,918	182,221

Cars in Company's service were classified as follows: officers' and pay, 116; gravel, 4,547; derrick, 178; caboose, 2,782; other road cars, 7,903—a total of 15,526.

The capacity of freight cars, as reported during the past seven years, has been as follows:—

	1907.		1908.		1909.	
	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons.
Box.....	66,934	1,848,980	72,862	2,048,227	74,479	2,130,145
Flat.....	20,118	535,167	21,781	592,496	21,220	584,455
Stock.....	4,731	122,550	5,047	133,578	5,561	150,800
Coal.....	10,060	291,638	11,616	362,233	11,721	379,981
Tank.....	132	2,632	197	4,000	197	4,012
Refrigerator.....	1,745	48,745	2,423	69,000	2,465	71,085
Other.....	1,820	59,200	1,941	67,410	2,273	64,835
Totals.....	105,540	2,908,903	115,867	3,277,394	117,916	3,385,313

	1910.		1911.		1912.	
	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons.
Box.....	75,983	2,211,963	79,412	2,343,920	89,982	2,741,350
Flat.....	20,769	576,198	21,069	600,970	22,000	648,010
Stock.....	5,528	151,565	5,809	161,765	6,322	178,070
Coal.....	12,680	433,178	13,768	508,215	14,715	561,175
Tank.....	195	3,962	277	7,490	390	12,720
Refrigerator.....	2,539	73,520	2,807	81,815	3,082	90,410
Other.....	2,019	53,720	4,016	102,105	4,427	130,540
Totals.....	119,713	3,514,106	127,158	3,806,280	140,918	4,362,275



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	1913.	
	No.	Capacity in tons.
Box.....	128,511	4,096,480
Flat.....	25,117	763,665
Stock.....	6,745	193,975
Coal.....	14,746	567,210
Tank.....	479	15,785
Refrigerator.....	3,911	115,455
Other.....	2,712	104,315
Total.....	182,221	5,856,885

The significance of the foregoing figures is found in the fact that, whereas the average capacity for box cars in 1907 was 27.6 tons, in 1913 it had grown to 31 tons.

Further information regarding the growth of freight units will be found in the following comparison of classes:—

Class.	Capacity Pounds.	1908.	1909.	1910.	1911.	1912.	1913
I.....	10,000	771	859	393	273	77	74
II.....	20,000	1,995	1,147	1,245	1,115	742	622
III.....	30,000	3,227	4,143	2,412	3,332	3,277	2,068
IV.....	40,000	25,855	22,320	20,858	18,899	14,695	13,617
V.....	50,000	1,135	878	1,029	673	3,237	835
VI.....	60,000	69,416	73,737	76,610	82,555	89,512	114,528
VII.....	70,000	230	220	217	166	292	264
VIII.....	80,000	9,790	10,837	11,927	14,075	21,951	42,967
IX.....	90,000		60				
X.....	100,000	3,448	3,715	4,992	6,070	7,135	7,246
XI.....	110,000						
XII.....	120,000						
All over.....	120,000						
Total.....		115,867	117,916	119,713	127,158	140,918	182,221

The foregoing table shows steady progress made by Canadian railways in the employment of units of greater capacity. The smaller cars are growing fewer in number, and the larger are multiplying rapidly.

The available supply of rolling stock per 1,000 miles of line, during the past seven years, has been as follows:—

Rolling Stock.	PER 1,000 MILE OF LINE.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Locomotives.....	156	169	165	165	166	168	175
Freight Cars.....	4,783	5,039	4,887	4,840	5,006	5,273	6,211
Passenger Cars.....	162	175	174	174	177	185	194

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Practically all the cars in passenger and freight service in 1913 were fitted with automatic couplers and train brake.

The equipment reported by the various railways will be found in detail in table No. 13 and table No. 14.

### TRAIN, CAR AND LOCOMOTIVE MILEAGE.

The total mileage of revenue passenger, freight, mixed and special trains in 1913 was 113,437,208—a gain of 12,706,937 over 1912.

There was also a mileage of 5,873,310 attached to trains classified as non-revenue.

The following table relating to train mileage will show the facts in comparative form since 1907:—

	1907.	1908.	1909.	1910.
Passenger trains	30,226,461	31,950,349	32,295,730	35,022,541
Freight trains	38,928,890	40,476,570	40,301,906	43,742,668
Mixed trains	3,974,444	6,201,897	7,061,580	6,441,440
Special trains				202,592
Total	75,115,795	78,637,526	79,662,216	85,409,241

	1911.	1912.	1913.
Passenger trains	36,985,911	40,440,393	45,652,365
Freight trains	40,220,813	53,652,141	60,275,896
Mixed trains	6,277,468	6,473,882	7,044,194
Special trains	222,344	563,855	461,753
Total	75,716,536	100,930,271	113,437,208

The ratio which each class of train mileage in the above table bore to the total train mileage in each year since 1907 was as follows:—

	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Passenger trains	40.23	40.23	40.54	40.00	41.22	40.06	40.24
Freight trains	51.81	51.47	50.47	51.21	51.52	53.15	53.14
Mixed trains	7.90	7.90	8.87	7.54	6.98	6.41	6.21
Special trains				.25	.27	.38	.41

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Following is the record of train mileage since 1875:—

Years.	Passenger Trains.	Freight Trains.	Mixed Trains.	Special Trains.	Total Train Mileage.	Engine Mileage.
1875.....	5,206,353	10,910,181	1,563,644		17,680,178	19,633,026
1876.....	5,837,461	9,616,148	2,650,019		18,103,628	21,011,052
1877.....	6,271,980	11,403,517	1,775,516		19,450,813	22,231,840
1878.....	6,225,327	9,981,786	3,462,331		19,669,447	24,091,600
1879.....	6,987,919	6,510,636	7,068,450		20,731,689	24,735,862
1880.....	7,312,168	10,775,380	4,157,292		22,427,449	26,575,969
1881.....	8,298,957	15,163,634	2,009,487		27,301,306	34,265,003
1882.....	15,074,891	15,638,013	2,357,393		27,846,411	33,374,847
1883.....	9,651,427	16,123,387	10,951,421		34,416,022	47,688,528
1884.....	9,315,694	15,710,630	4,254,595		29,758,676	37,390,874
1885.....	9,511,455	16,582,553	4,729,681		30,623,689	38,749,239
1886.....	9,214,131	15,914,127	5,182,557		30,481,086	37,359,494
1887.....	10,838,993	17,997,819	4,539,900		33,638,718	43,276,465
1888.....	11,859,684	20,651,834	4,763,318		37,391,206	46,489,229
1889.....	12,900,483	20,739,391	5,179,566		38,819,380	47,708,138
1890.....	14,362,879	22,428,249	5,658,210		41,849,329	49,512,530
1891.....	14,987,647	23,592,370	4,819,161		43,399,178	56,950,343
1892.....	15,237,095	24,399,014	4,812,361		44,448,468	56,994,253
1892.....	15,859,978	23,220,761	5,305,214		44,385,953	57,587,382
1894.....	16,542,860	21,423,496	5,803,673		43,770,029	57,401,514
1895.....	15,332,276	19,939,689	5,389,915		40,661,890	51,339,885
1896.....	15,846,645	23,299,776	5,354,181		44,500,602	55,786,960
1897.....	17,237,974	23,595,000	4,947,877		45,780,851	54,729,490
1898.....	19,505,693	26,868,366	5,519,424		50,688,283	60,103,944
1899.....	20,093,379	26,922,348	5,199,481		52,215,207	64,582,807
1900.....	20,922,098	24,662,906	9,592,867		55,177,871	67,712,252
1901.....	19,115,472	23,888,362	10,345,620		53,349,394	68,621,424
1902.....	21,104,636	24,891,815	9,734,007		55,729,856	70,275,615
1903.....	22,095,705	28,840,434	9,446,781		60,382,920	77,178,493
1904.....	23,502,876	28,278,310	9,530,816		61,312,002	80,508,064
1905.....	25,428,018	34,372,998	6,133,098		65,934,114	84,335,732
1906.....	28,071,648	39,045,168	5,606,666		72,723,482	94,180,788
1907.....	30,220,461	38,923,890	5,971,414		75,115,765	100,154,966
1908.....	31,950,349	40,476,370	6,210,807		78,637,526	100,622,241
1909.....	32,295,730	40,304,906	7,061,580		79,662,216	97,865,325
1910.....	35,022,541	43,742,668	6,441,440	202,592	85,409,241	106,019,475
1911.....	36,985,911	46,220,813	6,277,468	232,341	89,716,533	111,975,176
1912.....	40,440,393	53,652,141	6,473,882	363,855	100,930,271	127,401,480
1913.....	45,652,365	60,275,896	7,044,194	464,753	113,437,208	145,119,721

Passenger cars in 1913 had a mileage of 153,301,893; sleeping, parlor and observation cars 52,738,619, and other passenger train cars 92,977,602—a total of 299,018,114.

The train mileage reported by the various railways in 1913 will be found in tables 10 and 11.

The relationship of train mileage to traffic and earnings therefrom, is shown in the following table:—

Year.	Freight Earnings.	Freight Train Mileage.	Number of Tons Carried.	Earnings per Freight Train Mile.	Average Earnings per ton Carried.
	\$ cts.	Mileage.	Tons.	\$ cts.	\$ cts.
1875.....	12,073,570	12,473,825	5,670,837	-.988	2-129
1876.....	12,211,158	12,266,167	6,331,757	-.995	1-928
1877.....	11,321,264	13,178,833	6,853,786	-.859	1-650
1878.....	13,129,191	13,444,120	7,883,472	-.977	1-665
1879.....	12,503,093	13,579,086	8,348,810	-.921	1-498
1880.....	15,506,935	14,932,672	9,938,858	1-028	1-560
1881.....	18,666,982	17,263,121	12,065,323	1-081	1-547
1882.....	17,729,945	18,013,406	13,575,787	-.984	1-305
1883.....	21,320,208	27,074,761	13,266,255	-.787	1-607
1884.....	20,763,243	19,965,225	13,712,269	1-039	1,514
1885.....	19,962,058	21,112,234	14,654,271	-.946	1-371
1886.....	21,183,967	21,096,684	15,670,460	1-004	1-351
1887.....	24,581,047	22,537,719	16,365,355	1-091	1-502
1888.....	26,410,084	24,415,152	17,172,759	1-039	1-537
1889.....	26,671,049	25,918,897	17,528,626	1-029	1-487
1890.....	29,921,788	27,486,459	20,787,469	1-089	1-439
1891.....	30,584,645	28,411,531	21,753,021	1-075	1-404
1892.....	33,230,121	29,211,375	22,289,923	1-138	1-502
1893.....	32,935,028	28,525,975	22,053,599	1-155	1-496
1894.....	29,982,482	27,227,169	20,721,116	1-101	1-446
1895.....	29,545,490	25,329,614	21,524,421	1-166	1-372
1896.....	32,368,082	28,653,957	24,266,825	1-130	1-333
1897.....	33,522,102	28,542,877	25,300,331	1-174	1-324
1898.....	38,508,175	31,382,790	28,785,403	1-227	1-340
1899.....	40,101,036	32,121,829	31,211,753	1-248	1-284
1900.....	45,643,699	34,255,773	35,946,371	1-332	1-269
1901.....	46,665,103	33,233,922	36,999,922	1-363	1-261
1902.....	53,986,672	34,625,820	42,376,527	1-559	1-273
1903.....	63,089,448	38,287,215	47,373,417	1-648	1-331
1904.....	64,673,919	30,809,126	48,097,519	1-711	1-344
1905.....	68,203,320	40,506,096	50,893,957	1-684	1-340
1906.....	81,433,115	44,651,834	57,966,713	1-824	1-405
1907.....	94,995,087	44,895,304	63,866,135	2-116	1-472
1908.....	93,746,655	46,687,177	63,071,167	2-008	1-486
1909.....	95,714,783	47,366,436	66,842,258	2-041	1-432
1910.....	116,229,894	50,184,108	74,482,866	2-316	1,560
1911.....	126,743,015	52,498,281	79,884,282	2-376	1-561
1912.....	148,030,890	60,126,023	89,444,331	2-455	1-655
1913.....	174,684,640	67,320,090	106,992,710	2-595	1-636

For the purposes of the foregoing calculations the mileage of freight trains includes the mileage of mixed trains.

The record of car mileage since the facts were first available is as follows:

Car Mileage.	1908.	1909.	1910.
Loaded freight cars.....	748,924,820	775,543,414	910,858,711
Empty freight cars.....	284,944,529	281,175,615	289,555,329
Caboose cars.....		37,644,055	45,567,459
Total.....	1,033,869,349	1,094,363,067	1,246,981,499

Car Mileage.	1911.	1912.	1913.
Loaded freight cars.....	946,946,917	1,102,719,543	1,211,708,492
Empty freight cars.....	311,984,866	310,974,528	381,048,160
Caboose cars.....	47,834,318	55,692,091	63,653,643
Total.....	1,306,766,101	1,469,386,162	1,656,410,295

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Locomotive mileage was 145,119,721, as compared with 127,401,480 in 1912. The following is a comparative statement for the past seven years:—

Class of Locomotive.	1907.	1908.	1909.	1910.
	Miles.	Miles.	Miles.	Miles.
Freight.....	43,824,909	42,291,082	43,280,549	47,239,088
Passenger.....	29,110,158	30,504,171	32,282,534	34,758,088
Mixed.....	7,492,278	7,410,971	7,237,422	8,211,350
Switching.....	14,816,272	15,941,179	14,832,834	15,581,077
Special.....	4,911,249	5,474,838	251,986	229,872
Total.....	100,154,966	100,622,241	97,865,325	106,019,475

Class of Locomotive.	1911.	1912.	1913.
	Miles.	Miles.	Miles.
Freight.....	49,354,983	57,143,500	64,541,731
Passenger.....	36,946,876	40,944,058	45,926,357
Mixed.....	8,256,424	7,742,514	8,981,330
Switching.....	17,300,773	21,159,394	25,456,533
Special.....	116,120	411,924	213,770
Total.....	111,975,176	127,401,480	145,119,721

## FUEL CONSUMED BY LOCOMOTIVES.

The consumption of fuel by locomotives in 1913 reached a total of 9,263,984 tons, as against 7,783,736 in 1912.

The cost of such fuel in 1913 was \$28,426,355, or \$4,245,532 in excess of the figures for 1912.

Following is a statement of the consumption of fuel by classes of locomotives during the past seven years:—

Class of Locomotive.	1907.	1908.	1909.	1910.
	Tons.	Tons.	Tons.	Tons.
Freight.....	3,194,510	3,318,283	3,833,010	3,597,541
Passenger.....	1,331,178	1,446,919	1,834,700	1,636,454
Mixed.....	303,549	359,921	410,800	388,693
Switching.....	557,576	598,092	743,977	620,303
Construction.....	223,141	256,576	9,621	9,063
Total.....	5,608,954	5,970,791	6,832,108	6,252,054

Class of Locomotive.	1911.	1912.	1913.
	Tons.	Tons.	Tons.
Freight.....	3,844,042	4,480,728	5,361,839
Passenger.....	1,813,809	1,983,238	2,249,320
Mixed.....	421,277	407,970	502,631
Switching.....	716,276	890,650	1,138,531
Construction.....	5,209	21,150	11,663
Total.....	6,800,648	7,783,736	9,263,984

The volume of fuel consumed, and the cost thereof, have been as follows since 1907:—

Year.	Tons.	Cost.
		\$
1907 .....	5,608,954	15,137,504
1908 .....	5,970,791	17,718,468
1909 .....	6,822,108	17,544,449
1910 .....	6,252,051	18,570,393
1911 .....	6,800,648	20,182,193
1912 .....	7,783,736	24,160,823
1913 .....	9,263,984	28,426,355

The fuel bill in 1913 was divided as follows: Yard locomotives, \$3,336,910; road locomotives, \$25,089,445.

The average cost of fuel in 1913 was \$3.07 per ton, as compared with \$3.15 in 1912. This calculation, however, is subject to qualification. In 1913 there were 31,087,252 gallons of oil used: in the preceding year but 1,729,577 gallons. The coal equivalent for oil has not been definitely determined, and there was a slight confusion in the returns for that reason. The bringing of oil into use as a fuel on a relatively large scale within recent years will inevitably lead to an early re-casting of the fuel account.

Class of Locomotive.	COAL.		WOOD.		OTHER FUEL.		Total.	Miles Run.
	Anthra-cite.	Bitu-minous.	Hard.	Soft.	Oil.	Charcoal.		
	Tons.	Tons.	Cords.	Cords.	Gallons.	Bushels.		
Freight .....	1,208	5,223,973	463	21,057	20,153,877	70,562	5,361,839	64,541,731
Passenger .....	754	2,186,069	470	10,758	9,103,495	55,120	2,249,320	45,926,357
Mixed Grain .....	1,465	494,547	68	3,208	489,720	4,597	502,631	8,981,330
Switching .....	1,235	1,124,857		5,591	1,320,382	27,070	1,138,531	23,456,533
Special .....		11,517		33	19,778	179	11,663	213,770
Total .....	4,662	9,040,963	1,001	40,617	31,087,252	157,528	9,263,984	145,119,721

NOTE: One and one half cords hard wood equal one ton.  
Two cords soft wood equal one ton.

The weight of fuel consumed by each class of locomotive in 1913 and six preceding years is shown in the following table:—

Class of Locomotive.	Fuel consumed per 100 miles.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Freight .....	7.29	7.84	8.85	7.62	7.78	7.84	8.31
Passenger .....	4.57	4.74	5.68	4.71	4.91	4.81	4.89
Mixed .....	4.05	4.73	5.67	4.73	5.10	5.27	5.59
Switching .....	3.76	4.00	5.01	3.98	4.14	4.26	4.47
Construction or special .....	4.54	4.69	4.14	3.94	4.48	5.13	5.46

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The cost of fuel per 100 miles is shown in the following comparative statement:—

Class of Locomotive.	Cost of fuel per 100 miles.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
	\$	\$	\$	\$	\$	\$	\$
Freight.....	19·61	23·20	22·65	22·48	22·17	24·46	25·51
Passenger.....	12·29	14·03	14·54	13·89	14·28	15·10	15·01
Mixed.....	10·89	14·00	14·51	13·95	14·84	16·44	17·16
Switching.....	10·11	11·84	12·82	11·74	12·04	13·38	13·72
Construction or special.....	12·21	13·88	10·59	11·62	13·03	16·00	16·76

## ACCIDENTS.

The movement of trains in Canada caused the death of 710 persons in 1913 and the injury of 2,966.

The non-movement of trains accounted for 32 additional deaths and 1,606 cases of injury.

The foregoing figures show an increase over 1912 of 174 in the number killed and 792 in the number injured.

Through the movement of trains one passenger in every 1,216,599 was killed, and one in every 71,124 injured.

Details with regard to accidents, showing the railways on which they occurred, will be found in Table No. 16.

The number and classes of persons killed and injured in 1913 are shown in the following summary:—

	Movement of Trains.		Non-movement of trains.	
	Killed.	Injured.	Killed.	Injured.
Passengers.....	38	650	3	17
Employees.....	298	1,834	26	1,573
Trespassers.....	309	284		
Non-trespassers.....	63	171		
Postal clerks and others.....	2	27	3	16
Total.....	710	2,966	32	1,606

4 GEORGE V., A. 1914

Following is a comparative table of the number of accidents which resulted from the movement of trains during the past seven years.—

	KILLED.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Passengers.....	70	28	36	60	28	47	38
Employees.....	249	224	182	214	202	215	298
Trespassers.....	195	156	190	175	185	235	309
Non-trespassers.....	70	22	67	74	48	48	63
Postal clerks, &c.....	3	16	.....	1	2	.....	2
Other persons.....	11	3	3	.....	.....	.....	.....
Total.....	598	449	478	524	465	554	710

	INJURED.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Passengers.....	352	345	281	270	288	458	650
Employees.....	1,126	1,793	897	926	1,314	1,606	1,834
Trespassers.....	125	120	95	148	154	193	284
Non-trespassers.....	88	59	89	77	135	120	171
Postal clerks, &c.....	7	3	25	20	15	.....	27
Other persons.....	454	27	17	.....	.....	33	.....
Total.....	2,152	2,347	1,404	1,441	1,906	2,437	2,966

With respect to the causes of accidents to passengers the following table gives the facts for 1913 and the six preceding years:—

Causes—Accidents to Passengers. ♀	KILLED.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Collisions.....	26	2	6	2	4	18	3
Derailments.....	21	8	1	44	1	.....	15
Parting of trains.....	.....	.....	.....	.....	.....	.....	.....
Falling from trains, &c.....	2	6	11	3	10	10	8
Jumping on or off.....	10	6	14	8	11	4	7
Struck at highways.....	4	.....	1	.....	.....	4	1
“ stations.....	4	3	1	1	1	3	1
“ other points.....	.....	2	.....	1	1	1	2
Other causes.....	3	1	2	1	.....	7	1
Total.....	70	28	36	60	28	47	33



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Causes—Accidents to Passengers.	INJURED.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Collisions.....	93	88	83	31	43	73	108
Derailments.....	127	131	99	126	88	203	347
Parting of trains.....	3	1	.....	2	.....	4	.....
Falling from trains, &c.....	36	20	11	28	34	51	49
Jumping on or off.....	38	50	57	43	67	70	72
Struck at highways.....	7	.....	.....	1	4	2	3
“ stations.....	3	5	5	4	2	4	6
“ other points.....	1	1	1	2	.....	1	3
Other causes.....	44	49	25	33	50	77	62
Total.....	352	345	281	270	288	485	650

The following tables show the causes and number of accidents to employees resulting from the movement of trains:—

Causes—Accidents to Employees.	KILLED.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Coupling or uncoupling.....	34	20	18	17	13	18	27
Collisions.....	46	25	40	19	34	29	40
Derailments.....	12	15	15	47	10	15	22
Parting of trains.....	2	1	.....	.....	.....	1	1
Locomotive or cars breaking down.....	1	1	1	.....	.....	3	.....
Falling from trains or cars...	32	32	28	23	26	31	45
Jumping on or off.....	7	8	9	24	15	15	22
Struck by trains, &c.....	85	81	53	62	72	79	97
Overhead obstructions.....	2	3	.....	1	3	3	1
Other causes.....	28	16	18	21	29	21	43
Total.....	249	224	182	214	202	215	298

Causes—Accidents to Employees.	INJURED.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Coupling or uncoupling.....	141	183	125	139	191	208	182
Collisions.....	135	80	86	56	119	141	210
Derailments.....	56	60	65	58	67	91	88
Parting of trains.....	16	11	9	6	13	13	16
Locomotive or cars breaking down.....	6	16	6	19	12	17	13
Falling from trains or cars...	186	185	142	165	253	275	366
Jumping on or off.....	66	108	95	98	141	129	180
Struck by trains, &c.....	150	116	88	78	121	172	136
Overhead obstructions.....	13	14	11	25	17	33	31
Other causes.....	377	340	270	282	380	527	612
Total.....	1,126	1,113	987	926	1,314	1,606	1,834

4 GEORGE V., A. 1914

The number and classes of employees killed and injured from the movement of trains during 1913 and six preceding years are shown in the following summary:—

Employees.	KILLED.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Trainmen	119	109	113	103	101	115	167
Trackmen	53	36	37	79	44	47	59
Switch tenders, watchmen, &c.	7	11	3	9	6	8	8
Stationmen	5	4	2	2	5	3	9
Shopmen	3	11	7	4	18	13	15
Telegraph employees		2			3	2	
Other employees	28	51	29	26	25	27	40
Total	249	224	182	214	202	215	298

Employees.	INJURED.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Trainmen	731	790	933	610	972	1,078	1,277
Trackmen	101	297	71	136	158	200	245
Switch tenders, watchmen, &c.	47	49	27	25	41	67	41
Stationmen	5	53	10	6	6	18	39
Shopmen	16	241	16	47	64	68	59
Telegraph employees	3	1	3	5	4	6	11
Other employees	167	12	77	195	99	159	162
Total	1,121	1,733	887	926	1,334	1,696	1,834

Accidents from other causes than the movement of trains occurred in 1911, 1912 and 1913 to the following classes of persons:—

	KILLED.			INJURED.		
	1911.	1912.	1913.	1911.	1912.	1913.
Passengers			1	9	8	17
Trainmen and trackmen	6	3	6	347	334	488
Stationmen	2	2		200	163	147
Shopmen	4	3	5	383	405	472
Other employees	10	11	15	471	416	466
Other persons	3	3	3	13	17	16
Total	28	23	32	1,423	1,343	1,606

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The record of accidents from the movement of trains, since 1887, is as follows:—

Years.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.		PASSENGERS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	One Killed in every	One Injured in every
1888.....	20	70	107	619	194	84	213	759	534,931	152,837
1889.....	37	103	89	637	81	133	210	875	628,408	117,971
1890.....	11	52	83	682	124	104	218	835	1,433,769	246,562
1891.....	13	105	65	582	118	131	133	848	1,617,129	123,325
1892.....	14	43	110	697	109	139	233	879	266,672	314,759
1893.....	11	57	72	331	133	120	216	708	1,268,692	233,912
1894.....	12	64	67	521	132	107	211	661	1,265,298	225,976
1895.....	9	47	51	489	127	122	157	658	1,554,175	267,668
1896.....	11	62	46	446	104	111	164	619	1,316,499	238,577
1897.....	7	70	76	579	139	158	243	807	2,319,191	231,019
1898.....	5	72	98	862	167	163	270	1,047	3,688,803	356,167
1899.....	20	119	119	882	145	184	284	1,185	3,956,668	460,784
1900.....	7	131	123	941	195	215	325	1,396	3,971,433	691,123
1901.....	16	134	118	970	183	217	347	1,317	4,114,493	157,297
1902.....	19	177	146	930	165	221	339	1,328	4,088,919	446,856
1903.....	55	258	186	956	181	239	329	1,457	4,746,660	85,848
1904.....	25	232	162	214	178	259	345	705	945,639	191,899
1905.....	35	244	206	929	227	163	368	1,557	722,335	193,624
1906.....	16	231	135	892	206	211	361	1,335	4,749,361	121,168
1907.....	70	352	249	1,127	268	229	587	1,638	459,161	91,299
1908.....	28	345	224	1,115	137	299	449	2,317	1,215,846	98,681
1909.....	36	281	182	897	299	226	478	1,494	5,978,869	146,511
1910.....	60	270	144	926	250	245	521	1,411	5,98,243	132,943
1911.....	28	288	202	1,311	235	309	455	1,966	1,324,416	124,489
1912.....	47	385	215	1,606	283	346	515	2,457	852,855	84,792
1913.....	38	659	268	1,834	374	481	799	2,963	4,216,519	71,124

## ACCIDENTS AT HIGHWAY CROSSINGS.

Accidents at highway intersections of railways in 1913 caused the death of 63 persons and the injury of 104. There was a decrease, as compared with 1912, of 12 in the number killed and an increase of 20 in the number injured.

Of the killed, however, 35 were trespassers at the time of the accident, and of the injured 43 were of the same class. Such accidents from the most part occur at guarded crossings when the gates are down or signals set to danger.

Class of Highway Crossing.	KILLED.					
	1908.	1909.	1910.	1911.	1912.	1913.
Urban.....	30	33	28	22	33	32
Rural.....	21	13	35	14	42	31
Total.....	51	76	63	36	75	63

Class of Highway Crossing.	INJURED.					
	1908.	1909.	1910.	1911.	1912.	1913.
Urban.....	35	41	45	70	43	69
Rural.....	33	31	16	38	41	35
Total.....	68	72	61	108	84	104

HIGHWAY CROSSINGS.

There was an increase of 103 in the number of protected crossings during 1913, of which 47 were rural and 56 urban. The facts with regard to highway crossings are shown in the following tabular statement:—

Year.	PROTECTED CROSSINGS.		UNPROTECTED CROSSINGS	
	Urban.	Rural.	Urban.	Rural.
1909.....	587	492	1,767	15,426
1910.....	630	557	1,902	16,923
1911.....	692	661	2,026	16,655
1912.....	788	680	3,039	17,268
1913.....	844	827	2,658	18,681

Crossings—How Protected.	1909.		1910.		1911.	
	Rural.	Urban.	Rural.	Urban.	Rural.	Urban.
By gates.....	34	153	28	133	28	153
By bridges.....	190	110	220	125	232	128
By subways.....	213	166	229	171	269	182
By bells.....	39	77	64	83	104	115
By watchmen.....	16	101	16	118	19	123
Total.....	492	587	557	630	652	701

Crossings—How Protected.	1912.		1913.	
	Rural.	Urban.	Rural.	Urban.
By gates.....	33	174	71	178
By bridges.....	233	147	274	158
By subways.....	275	216	276	227
By bells.....	118	127	179	155
By watchmen.....	21	124	27	126
Total.....	680	738	827	844

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## RAILWAY EMPLOYEES.

The number of railway employees returned as of June 30, 1913, was 178,652,—an increase of 22,751 over 1912. This was a natural result of the expansion in operations during the year.

Salaries and wages for the year reached a total of \$115,749,825.10, as compared with \$94,237,623 in 1912.

Numbers increased 14.6 per cent in 1913, and the aggregate of salaries and wages 22.7 per cent.

Year.	Salaries and wages.	Ratio to gross earnings.	Ratio to operating expenses.
	\$		
1907.....	58,719,493	40.01	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	63.59

Employees and their remuneration were distributed under the following heads:—

	Number.	Amount.
		\$
Way and structures.....	55,339	26,105,363
Equipment.....	32,679	22,534,072
Traffic expenses.....	2,472	2,209,984
Transportation expenses.....	67,676	54,170,518
General expenses.....	16,797	7,577,702
Undistributed.....	38	18,066
Total.....	178,652	115,749,825

The distribution of salaries and wages in preceding years had been as follows:

	1907.	1908.	1909.	1910.
	\$	\$	\$	\$
Way and structures.....	15,398,885	14,715,572	14,249,186	16,502,902
Equipment.....	12,161,917	13,008,104	14,623,930	14,775,782
Traffic expenses.....			5,353,607	1,313,980
Transportation expenses.....	27,398,553	28,479,096	14,656,585	32,091,952
General expenses.....	3,760,138	4,163,835	4,333,354	2,483,177
Total.....	58,719,493	60,386,607	63,216,662	67,167,793

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	1911.	1912.	1913.
	\$	\$	\$
Way and structures.....	18,157,696	21,321,271	26,105,363
Equipment.....	15,544,057	17,761,622	22,534,072
Traffic expenses.....	1,564,399	1,679,919	2,209,984
Transportation expenses.....	35,832,034	43,988,877	51,170,519
General expenses.....	2,515,552	2,547,950	3,134,119
Outside operations.....			7,577,702
Undistributed.....			18,066
Total.....	74,613,738	87,299,639	115,749,825

The following table will show the number and classes of employees, and also the number of the various classes per 100 miles of line, in 1913 and six preceding years:—

Railway Employees.	1907.		1908.		1909.		1910.	
	No.	Per 100 miles of line.	No.	Per 100 miles of line.	No.	Per 100 miles of line.	No.	Per 100 miles of line.
General officers.....	326	2	318	1	328	1	372	2
Other officers.....	461	2	526	2	574	2	478	3
General Office clerks.....	4,214	19	4,755	21	7,597	25	4,895	28
Station agents.....	2,536	11	2,522	11	2,601	11	2,879	12
Other station men.....	11,820	53	8,998	39	19,739	45	12,578	51
Engineers.....	1,351	19	3,898	17	1,194	17	1,419	18
Firemen.....	4,759	21	4,295	18	4,559	18	4,885	20
Conductors.....	2,911	13	2,719	12	2,831	12	3,323	13
Other trainmen.....	8,251	35	7,597	33	8,178	34	7,946	32
Mechanics.....	2,486	11	2,759	12	3,291	14	2,995	12
Carpenters.....	3,215	14	3,190	14	3,377	14	3,345	17
Other Shopmen.....	12,579	56	11,873	52	13,858	57	15,357	62
Station foremen.....	3,993	17	4,017	17	4,216	17	4,539	18
Other trackmen.....	59,614	139	29,058	87	28,401	118	30,131	122
Switch tenders, &c.....	2,364	11	1,849	8	1,624	7	1,625	7
Telegraph operators.....	2,987	13	2,686	12	2,839	12	2,985	12
Floating equipment.....	5,426	24	7,273	32	9,324	39	292	1
All other employees.....	20,779	93	17,320	75	18,527	77	17,568	71
Total.....	124,012	551	166,494	463	125,105	520	123,768	501

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Railway Employees.	1911.		1912.		1913.	
	No.	Per 100 miles of line.	No.	Per 100 miles of line.	No.	Per 100 miles of line.
General officers.....	341	1	328	1	371	1
Other officers.....	878	3	1,018	3	1,158	4
General office clerks.....	7,076	28	7,679	29	8,915	30
Station agents.....	2,875	11	3,030	12	3,225	11
Other stationmen.....	13,334	52	15,041	56	16,505	56
Enginemen.....	4,647	18	5,505	20	6,102	21
Firemen.....	4,979	20	6,048	24	6,743	24
Conductors.....	3,643	14	4,348	16	4,923	17
Other trainmen.....	8,472	33	10,050	37	12,107	41
Machinists.....	3,092	12	3,932	15	4,292	20
Carpenters.....	4,283	17	4,320	16	5,865	19
Other shopmen.....	19,075	75	19,568	73	22,410	76
Section foremen.....	4,166	16	4,534	17	5,035	19
Other trackmen.....	21,628	85	26,319	98	32,181	109
Switch tenders, &c.....	1,863	7	1,658	6	1,715	6
Telegraph operators.....	3,088	12	3,425	13	3,947	13
Floating equipment.....	8,230	32	6,751	25	6,617	23
All other employees.....	29,549	116	32,228	121	36,475	124
Total.....	141,224	552	155,901	583	178,652	603

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The average daily compensation of employees for the past seven years is shown in the following table:—

Employees.	1907.	1908.	1909.	1910.	1911.	1912.	1913.
	\$	\$	\$	\$	\$	\$	\$
General officers.....	11 74	11 59	11 73	10 72	11 72	12 47	12 96
Other officers.....	4 11	4 63	4 59	4 73	4 81	4 92	5 00
General office clerks.....	1 70	1 81	1 81	1 94	1 98	1 99	2 03
Station agents.....	1 91	2 04	2 09	2 16	2 28	2 39	2 60
Other stationmen.....	1 56	1 71	1 65	1 65	1 73	1 77	1 90
Enginemen.....	3 89	4 53	4 13	4 12	4 40	4 64	4 88
Firemen.....	2 42	2 50	2 52	2 53	2 78	2 81	3 02
Conductors.....	3 20	3 30	3 31	3 30	3 62	3 69	3 85
Other trainmen.....	1 92	2 06	2 13	2 12	2 44	2 54	2 66
Machinists.....	2 41	2 68	2 89	2 98	3 14	3 31	3 51
Carpenters.....	2 99	2 19	2 23	2 52	2 44	2 58	2 75
Other shopmen.....	1 99	2 16	2 33	2 19	2 22	2 33	2 42
Section foremen.....	2 06	2 25	2 15	2 18	2 32	2 38	2 59
Other trackmen.....	1 45	1 57	1 59	1 58	1 66	1 77	1 83
Switch tenders, &c.....	1 84	1 81	2 00	1 57	1 98	1 84	2 02
Telegraph operators.....	1 88	2 07	2 09	2 20	2 28	2 28	2 51
Employees—floating equip- ment.....	1 18	1 10	1 26	2 19	1 11	1 22	1 26
All other employees.....	1 81	1 87	1 95	1 95	1 87	1 84	1 82

It may be that the averages in the foregoing table do not convey exact information; but that does not destroy the value of the results for purposes of comparison. The method of obtaining the averages has been constant. A careful consideration of the whole salaries and wages schedule took place during the past year, and the Department had the benefit of a considerable mass of opinion presented to the Interstate Commerce Commission at Washington on 27th October. It was decided that, all things considered, a better method of computing the average daily compensation of employees had not yet been developed. The only changes adopted for future reports have reference to an expansion of the classes of employees, and the application of a new unit of service for train crews.

### TAXATION OF RAILWAYS.

The taxes paid by railways in 1913 amounted to \$2,444,960.68—an increase of \$244,432.13 over 1912.

The division of taxation was as follows:—

Provinces, \$1,556,409.62; Municipalities \$888,551.06.

Following is a statement of the facts:—

Province.	Provincial Tax.		Municipal Tax.		Total.	
	\$	cts.	\$	cts.	\$	cts.
Ontario.....	703,368	55	282,625	35	985,993	90
Quebec.....	162,305	16	357,788	08	520,093	24
Alberta.....	74,452	07	41,771	37	116,223	44
British Columbia.....	124,608	49	123,328	06	247,936	55
New Brunswick.....	144	72	1,805	39	1,950	11
Nova Scotia.....	50	00	692	24	742	24
Manitoba.....	152,251	25	71,902	89	224,154	14
Saskatchewan.....	70,972	00	2,312	28	73,284	28
Prince Edward Island.....	100	00			100	00
Yukon Territory.....	3,407	51	120	69	3,528	20
Outside operations.....	264,749	87	6,204	71	270,954	58
Total.....	1,556,409	62	888,551	06	2,444,960	68

The total taxation, Provincial and Municipal, during the past five years is shown in the following statement:—

Province.	1909.	1910.	1911.	1912.	1913.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Nova Scotia.....	926 54	16,762 66	10,645 70	666 05	742 24
New Brunswick.....	782 79	1,298 35	767 58	2,417 00	1,950 11
Prince Edward Island.....	100 00	100 00	50 00	50 00	100 00
Quebec.....	362,974 16	337,490 05	372,914 32	406,111 02	520,093 24
Ontario.....	764,620 56	747,004 78	790,092 89	970,449 31	985,993 90
Manitoba.....	128,082 84	92,476 48	154,783 10	187,001 15	224,154 14
Alberta.....	98,038 39	87,423 93	79,019 28	91,181 97	116,223 44
Saskatchewan.....	48,869 56	161,575 45	196,971 26	71,537 29	73,284 28
British Columbia.....	154,025 07	220,687 32	5,894 38	205,286 49	247,936 55
Yukon.....	6,020 90	5,896 64	90,466 40	5,935 67	3,528 20
Outside operations.....	16,895 78	121,933 17		259,802 60	270,954 58
Total.....	1,581,336 59	1,792,648 83	1,792,390 07	2,200,528 55	2,444,960 68



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## DESPATCHING BY TELEPHONE.

The returns for 1913 showed a considerable increase in the number of miles of line over which trains were despatched by telephone. In 1912 the mileage thus operated was 3,543.91. In 1913 there had been an addition of 1,387.43 miles, bringing the total up to 4,931.34. The growth in this form of train despatching has been quite marked during the past five years.

There were also 2,197.20 miles of line over which despatching was done by the joint use of telegraph and telephone, as compared with 1,774.17 miles in 1912.

## FOREIGN RAILWAY STATISTICS.

During the past three years, through the courtesy of the Under-Secretary of State for External Affairs, the statistics of many foreign countries have been received. A summary of the principal facts has been made, and will be found in an appendix to this report. It will be of service for purposes of comparison.

## RAILWAY TIES.

The consumption of ties by operating lines advanced from 7,349,136 in 1912 to 10,071,787 in 1913, and the cost from \$3,287,683 to \$4,815,315.

The average cost per tie in 1913 was 47.8 cents each, as compared with 44.7 in 1912. The steadily increasing cost of ties has been a feature of operating expenses for a number of years.

The returns with regard to numbers give the following result:—

Class.	NUMBER OF TIES.			
	1907.	1911.	1912.	1913.
Cedar.....	812,033	879,325	875,561	1,850,078
Oak.....	779,857	462,443	314,579	557,333
Hemlock.....	71,871	132,831	268,044	1,024,130
Spruce.....	70,837	14,859	13,635	107,891
Fir.....	43,518	7,826	15,656	902,245
Tamarack.....	9,956	9,758	1,064,297	1,657,916
Pine.....	6,697	250,843	437,493	1,815,428
Chestnut.....	1,224	25,305	36,899	286,316
Soft wood.....	466,759	517,085	498,404	916,750
Hard wood.....	20,000	18,789	24,506	18,598
Treated.....			157,105	458,298
Unclassified.....	2,921,013	4,521,882	3,642,957	476,804
Total.....	5,203,765	6,840,946	7,349,136	10,071,787

The cost of railway ties in 1913 and three preceding years is shown in the following table:—

Class.	Cost of Ties.				Average Cost per Tie.			
	1907.	1911.	1912.	1913.	1907.	1911.	1912.	1913.
	\$	\$	\$	\$	cts.	cts.	cts.	cts.
Cedar.....	315,074	377,333	378,123	342,996	27.8	41.9	43.2	45.0
Oak.....	403,767	311,075	244,081	345,239	51.5	67.2	62.1	61.9
Hemlock.....	16,831	59,739	85,677	401,333	23.1	29.6	52.0	39.4
Spruce.....	24,699	3,387	3,909	32,795	35.9	23.5	36.0	39.4
Fir.....	22,398	2,343	4,415	377,977	34.4	39.0	18.0	41.8
Tamarack.....	2,312	4,037	5,807	814,726	15.2	14.3	57.5	48.9
Pine.....	1,556	193,841	274,197	955,995	21.8	85.3	62.6	52.6
Chestnut.....	635	15,789	13,157	189,382	52.0	92.3	52.0	63.9
Soft Wood.....	155,390	155,116	159,119	313,010	29.9	39.0	32.0	34.4
Hard Wood.....	5,399	5,391	6,394	4,349	29.5	28.2	25.7	23.3
Treated.....			125,771	321,793			89.9	85.6
Unspecified.....	986,577	1,921,639	1,436,557	1,991,651	31.9	42.5	39.4	33.6
Total.....	1,912,535	2,969,667	3,371,887	10,153,315	39.7	43.8	41.7	47.5

The number of ties actually used by railways during the past year cannot be definitely ascertained. It may, however, be estimated. To the 10,071,787 returned in 1913 should be added the number used for new mileage, completed or put in operation. Not all the mileage under construction, and shown on the first page of this introduction as being completed or in actual operation, properly belongs to 1913. Some of it belongs to 1912. It is undoubtedly within the mark to assume that ties were laid on 3,500 miles of line in 1913 regarded as being under construction on June 30. Allowing 3,300 ties to the mile, which is a relatively low figure, we have 11,550,000. This addition would bring the total for the year up to 21,621,787. At the average cost of 47.8 cents each, the outlay must have been \$10,335,214.48.

There was a conspicuous increase during the year in the number of treated ties. It would seem to be inevitable that with the rising cost of ties the resort to chemical treatment, to delay decay, will become general in the case of the dearer woods at least.

## ELECTRIC RAILWAYS.

Reports were not received from five operating lines for the year ended June 30, 1913. These were:—

- Montreal Tramways Company.
- St. John Railway Company.
- Yarmouth Street Railway Company.
- Nelson Street Railway Company.
- Pictou County Electric Railway Company.

The figures used in this report respecting the Montreal Tramways Company are taken from the report of the Company to its shareholders and are only in that sense authentic. They are given purely as a matter of unofficial information. The figures relating to other delinquent corporations are taken from the returns to this department for the year 1912.

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The returns received reveal a year of growth and prosperity in the electric railway interests of the Dominion.

## MILEAGE.

There was an increase of 142.17 in the mileage of electric lines in 1913 as compared with 1912, bringing the total up to 1,865.68. The facts in this regard for five years past are as follows:—

Length of Tracks.	1909.	1910.	1911.	1912.	1913.
	Miles.	Miles.	Miles.	Miles.	Miles.
Length of first main track.....	988.97	1,049.07	1,223.73	1,368.17	1,356.63
Length of second main track.....	215.05	242.39	259.74	294.50	371.14
Total length of main track.....	1,204.02	1,291.46	1,483.47	1,662.67	1,727.77
Length of sidings and turnouts.....	83.62	91.39	103.54	120.84	141.86
Total, computed as single track.....	1,287.65	1,382.85	1,587.01	1,723.51	1,869.63

For purposes of comparison, the following table shows first track mileage since 1901:—

1901.....	671.58
1902.....	557.59
1903.....	759.36
1904.....	766.50
1905.....	793.42
1906.....	813.47
1907.....	811.52
1908.....	992.03
1909.....	988.97
1910.....	1,047.07
1911.....	1,223.73
1912.....	1,368.17
1913.....	1,356.63

Table 1, following steam railways, will afford information in detail with respect to mileage.

## CAPITALIZATION.

The capitalization of electric railways on June 30, 1913 stood at \$141,235,631. This represented an increment of \$18,393,685 over 1912; but the actual addition to capital during the year was \$24,300,568. The difference is accounted for in the statement of the British Columbia Electric Company. Heretofore the entire capitalization of the Company has been charged to railway account; this year it was divided by the Company, involving an assignment of \$7,202,383 to other interests.

The division of capitalization since 1907 has been as follows:—

Year.	Stocks.	unded Debt	Total.
	\$	\$	\$
1907.....	43,491,746	31,166,976	74,658,722
1908.....	50,295,266	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

The reduction in the amount of stocks in 1913 was due wholly to reorganization.

The total capitalization does not include \$493,346 received as subsidies from governments and municipalities.

The liability attaching to electric lines on account of funded debt was equal to \$58,618 per mile of first track, or \$42,395 per mile of all tracks. Combining stocks and bonds, capitalization was equal to \$75,530 per mile of all tracks.

Details will be found in Table 2, following steam railways.

Following is a summary of Income Account for 1913:—

#### EARNINGS AND INCOME—

Gross earnings from operation.....	\$ 28,216,110 91	
Operating expenses.....	17,765,372 38	
Gross corporate income.....		\$ 10,450,738 53
Miscellaneous income.....		1,318,909 35
Total corporate income.....		\$ 11,769,647 88

#### DEDUCTIONS FROM INCOME—

Taxes.....	\$ 1,467,263 90	
Interest—funded debt.....	2,212,464 17	
“ floating debt.....	911,424 33	
Other deductions.....	743,753 36	
Total deductions.....		\$ 5,334,905 76
Total net income.....		\$ 6,434,742 12

#### DISPOSAL OF NET INCOME—

Reserves, &c.....	\$ 554,324 99	
Dividends.....	2,626,065 44	
Total.....		\$ 3,180,390 43
Surplus.....		\$ 3,254,351 69
Adjustments—balance.....		295,609 09
Total surplus.....		\$ 2,958,742 60

The details upon which the foregoing summary is based will be found in Table 3.

### EARNINGS AND OPERATING EXPENSES.

In 1913 the aggregate of gross earnings was \$28,216,110.90—as against \$23,499,250.31 in 1912.

Operating expenses for the year amounted to \$17,765,372.38, as compared with \$14,266,674.63 in 1912.

The ratio of operating expenses to gross earnings in 1913 was 62.96 per cent, as against 60.71 in 1912 and 59.42 in 1911.

Following were the items constituting gross earnings:—

#### Car Earnings—

Passengers.....	\$ 19,794,400 26
Freight.....	1,211,871 05
Mail and Express.....	72,515 99
Other car earnings.....	85,792 63
Total car earnings.....	\$ 21,164,579 93

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## Miscellaneous Earnings—

Advertising.....	\$ 76,239 06
Rent of land and buildings.....	20,609 10
Rent of tracks.....	5,324 40
Rent of equipment.....	22,574 48
Sale of power.....	40,751 39
Other miscellaneous earnings.....	131,805 18

Total miscellaneous earnings.....	\$ 297,303 61
Gross earnings undistributed.....	6,754,227 37

Gross earnings from operation.....\$ 28,216,110 91

Since 1901 the record of gross earnings is as follows:—

Year.	Gross Earnings.	Year.	Gross Earnings.
	\$		\$
1901.....	5,768,283	1908.....	14,007,049
1902.....	6,486,438	1909.....	14,611,484
1903.....	7,233,677	1910.....	17,100,789
1904.....	8,453,609	1911.....	20,356,952
1905.....	9,357,125	1912.....	23,499,250
1906.....	10,966,871	1913.....	28,216,111
1907.....	12,630,430		

Following is a statement of gross earnings for the past seven years:—

## GROSS CAR EARNINGS.

Year.	Passengers.	Freight.	Mails, &c.	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.....	14,080,755	386,092	110,452	34,185	14,611,484
1910.....	16,125,945	575,537	68,604	51,241	16,821,377
1911.....	19,130,376	744,179	88,233	100,930	20,063,719
1912.....	22,007,750	1,025,372	78,819	67,022	23,499,250
1913.....	19,794,400	1,211,871	72,516	85,793	*21,164,580

\* See explanatory paragraph following.

Owing to the failure of the Montreal Tramways Company to report, the foregoing statement lacks the distribution of \$6,754,227.37 of gross earnings by that company. The actual total for 1913 was \$28,216,111.

An increase of 251.9 per cent in earnings from freight during the past seven years reveals the growing public service performed by the electric railways of the Dominion.

Table 4 gives details with regard to earnings.

Following was the distribution of operating expenses in 1913, with a comparison for 1911 and 1912:—

Operating Expenses.	1911.		1912.		1913.	
	\$	cts.	\$	cts.	\$	cts.
Maintenance of way and structures.....	920,874	93	1,228,972	10	1,066,412	87
Maintenance of equipment.....	1,758,289	10	1,859,939	21	1,699,641	35
Operation of power plant.....	2,001,543	00	2,535,576	10	2,523,959	68
Operation of cars.....	5,768,055	10	6,770,560	47	6,534,718	13
General.....	1,610,098	62	1,871,626	75	1,897,738	36
Total.....	12,006,134	22	14,266,674	63	17,765,372	38

\*Items lacking for \$4,642,991 99.

Following is a comparative statement of the items comprising operating expenses for the past four years:—

	1910.		1911.		1912.		1913.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Maintenance of way and structures—								
Track and roadway.....	590,363	28	693,498	75	857,796	61	742,396	29
Electric line.....	152,874	47	163,108	91	227,562	04	226,205	55
Buildings and fixtures.....	54,657	28	64,697	11	143,615	49	97,811	03
Maintenance of equipment—								
Steam plant.....	38,305	93	46,594	31	50,137	15	45,826	09
Electric plant.....	45,148	10	65,145	02	87,579	70	61,907	97
Cars.....	692,276	38	790,609	02	916,755	20	802,444	90
Electric Equipment of cars.....	481,301	83	546,276	52	659,521	52	614,166	79
Miscellaneous equipment.....	58,815	63	99,831	25	86,053	80	106,696	72
Miscellaneous shop expenses.....	202,591	58	192,699	03	67,493	89	68,598	85
Transportation—Operation of power plant—								
Power plant wages.....	178,389	69	207,118	54	205,858	34	235,504	39
Fuel for power.....	271,410	36	332,584	89	315,919	83	160,952	40
Water for power.....	21,398	33	21,947	47	13,979	30	15,206	49
Lubricants and water for power plant.....	10,538	33	10,702	75	11,006	39	6,307	69
Miscellaneous supplies and expenses.....	17,916	34	29,126	20	22,051	25	46,983	39
Hired power.....	1,087,273	72	1,390,810	05	1,901,757	49	2,059,005	32
Transportation—Operation of cars—								
Superintendence.....	192,567	60	250,159	73	319,399	37	338,226	08
Wages of conductors.....	1,749,916	70	2,070,624	01	2,423,069	35	2,344,340	86
Wages of motormen.....	1,697,096	68	2,024,115	38	2,371,529	39	2,302,120	02
Wages, miscellaneous car service.....	152,950	25	294,498	67	339,771	00	603,401	38
Wages, car house employees.....	393,998	76	287,441	56	400,967	61	251,110	63
Car service supplies.....	94,486	16	151,489	64	161,895	17	92,254	09
Miscellaneous car service expenses.....	183,526	94	306,931	96	304,898	48	290,553	58
Hired equipment.....	42,136	56	55,278	55	73,876	17	115,331	92
Cleaning and sanding track.....	65,200	30	80,392	13	86,514	84	65,219	37
Removal of snow and ice.....	238,881	58	246,943	47	285,662	53	132,160	20
General—								
Salaries of general officers.....	236,575	70	279,819	40	327,451	09	349,524	29
Salaries of clerks.....	202,712	98	259,902	23	274,832	47	366,075	52
Printing and stationery.....	33,634	34	44,284	36	53,073	13	68,533	54
Miscellaneous office expenses.....	44,336	11	34,944	72	54,474	14	39,548	44
Stable expenses.....	30,817	44	33,047	06	47,931	82	26,704	32
Store expenses.....	33,841	10	37,876	19	43,908	89	34,704	32
Advertising and attractions.....	47,411	04	49,948	03	39,706	15	42,872	62
Miscellaneous general expenses.....	133,752	82	165,707	31	154,432	11	248,619	47
Damages.....	342,120	26	357,279	67	536,273	01	448,295	28
Legal expenses.....	8,784	93	9,107	13	4,406	14	3,496	71
Miscellaneous legal expenses.....	54,336	64	63,311	08	53,089	47	19,049	50
Rent of land and buildings.....	20,936	74	28,310	05	29,651	68	30,950	71
Rent of track and terminals.....	98,753	70	110,846	74	90,751	33	84,529	49
Insurance.....	118,930	80	144,713	85	148,309	85	135,251	46

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The operating expenses of the various electric railways will be found in detail in Table 5.

The foregoing analysis of operating expenses is defective because of the failure of the Montreal Tramways Company to report. Only the total was available.

## PUBLIC SERVICE.

The public service of electric lines in 1913 was represented in the carrying of 597,863,801 passengers, exclusive of transfers, and of 1,957,930 tons of freight.

There was an increase of 108,998,119 in the number of passengers carried, as compared with 1912, and of 522,405 tons in the volume of freight hauled.

The carrying of passengers involved a car mileage of 89,005,216, as against 80,402,089 in 1912, while freight, mails and express entailed a car mileage of 1,814,975—an increase of 8,603,127 miles over 1912.

On a succeeding page, under the head of "Summaries" will be found the facts with respect to freight traffic since 1901.

The following statement shows the growth of passenger traffic since 1901:—

1901	120,934,656
1902	137,681,402
1903	155,662,812
1904	181,689,998
1905	203,467,317
1906	237,655,074
1907	273,999,404
1908	299,099,309
1909	314,026,671
1910	360,964,876
1911	426,296,792
1912	488,865,682
1913	597,863,801

## EQUIPMENT.

The following statement will show the number and classes of cars in service in 1913, with the figures for the four preceding years:—

Classes of Cars, &c.	1909.	1910.	1911.	1912.	1913.
Passenger, closed	1,689	1,795	1,985	2,049	2,042
Passenger, open	1,017	994	990	866	863
Passenger, combination	337	337	455	574	930
Freight	152	282	357	483	591
Mail, express and baggage	20	25	33	33	35
Combination, passenger and freight	7	7	5	7	9
Work	85	87	108	103	214
Snow ploughs	54	62	60	57	61
Sweepers	90	97	106	112	123
Miscellaneous	92	103	2,252	194	124
Total	3,544	3,789	4,325	4,478	4,989

The foregoing statement does not contain any later information respecting the Montreal Tramways Company than for 1911.

## EMPLOYEES.

On June 30, 1913, there were 16,351 employees in the service of electric railways, as compared with 14,760 in 1912.

The salaries and wages bill for the year amounted to \$11,047,613.41—an increase of \$1,786,243.15 over the preceding year.

The foregoing amount of salaries and wages represented 62.19 per cent of the operating expenses.

The following comparative table will show the number and classes of employees in 1913 and the four preceding years:—

Employees.	1909.	1910.	1911.	1912.	1913.
General administration—					
General officers.....	132	150	163	159	171
General office clerks.....	413	553	694	744	839
Maintenance—					
Superintendents.....	72	71	89	90	99
Other employees.....	3,548	3,633	4,546	4,922	5,823
Transportation—					
Superintendents.....	100	102	111	118	148
Other employees.....	6,922	6,881	8,157	8,727	9,271
Total.....	10,557	11,390	13,671	14,760	16,351

## ACCIDENTS.

The facts with regard to accidents, as far as they were ascertained in 1913, will be found on the second page following. Owing to the failure of the Montreal Tramways Company to report, it is impracticable to carry out certain calculations which have always formed a part of the summary. That company has invariably contributed to the record the largest number of accidents.

## SUMMARIES.

The following summaries of statistical facts will enable instructive comparisons to be made:—

	1901.	1902.	1903.	1904
Total mileage.....	*674,58	557,59	759,36	766,50
Paid up capital.....	\$39,076,018	\$41,593,063	\$47,096,45	\$50,399,188
Gross earnings.....	5,768,283	6,486,438	7,233,677	8,453,609
Net earnings.....	2,333,120	2,683,583	2,769,819	3,127,092
Earnings—passenger traffic.....	5,529,687	6,195,915	6,888,409	8,082,373
“ freight.....	95,082	127,917	164,188	182,143
“ mail and express.....	33,135	15,952	20,276	30,738
“ other sources.....	110,377	146,652	160,803	158,353
Total operating expenses.....	3,435,162	3,802,855	4,472,858	55,326,516
Maintenance of way and buildings.....	310,892	445,837	481,236	606,146
Cost of motive power.....	502,101	541,087	777,201	1,377,199
Maintenance of cars.....	322,700	353,891	606,602	659,213
General and operating charges.....	2,299,468	2,462,038	2,607,817	2,683,957
Total car mileage.....	31,750,754	35,833,841	38,028,529	42,066,124
Passengers carried.....	120,934,656	135,681,402	155,662,812	181,689,998
Tons of freight carried.....	287,926	266,182	371,286	400,161



## RAILWAY STATISTICS

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	1905.	1906.	1907.	1908
Total mileage.....	793.12	813.74	814.52	992.03
Paid-up capital.....	\$61,033,321	63,857,967	73,567,795	87,903,231
Gross earnings.....	9,357,125	10,966,871	12,630,430	14,007,049
Net earnings.....	\$3,438,931	4,291,834	4,971,624	5,311,170
Earnings—passenger traffic.....	\$8,932,913	10,438,000	12,013,421	13,233,724
“ freight.....	\$216,022	288,105	344,367	346,021
“ mail and express.....	\$31,753	35,041	41,951	54,883
“ other sources.....	\$176,435	205,724	233,190	372,421
Total operating expenses.....	\$5,918,194	6,675,037	7,373,251	8,695,880
Maintenance of way and buildings.....	\$629,656	608,767	765,684	912,929
Cost of motive power.....	\$1,240,001	1,242,075	1,412,358	1,803,723
Maintenance of cars.....	\$747,073	894,460	1,060,783	1,118,925
General operating charges.....	\$3,301,462	3,929,733	4,498,424	4,860,303
Total car mileage.....	45,959,101	50,618,836	53,361,227	56,964,881
Passengers carried.....	203,467,217	237,655,074	273,999,404	299,099,309
Tons of freight carried.....	510,350	506,024	479,731	732,475

	1909.	1910.	1911.	1912.	1913.
Total mileage.....	988.97	1,047.07	1,223.73	1,308.17	1,356.63
Paid-up capital.....	\$91,604,989	102,044,979	111,532,347	122,841,946	141,235,631
Gross earnings.....	\$14,611,484	17,100,789	20,356,952	23,499,250	28,216,111
Net earnings.....	\$4,962,501	5,383,276	6,592,335	5,937,031	6,434,742
Earnings—passenger traffic.....	\$14,080,755	16,125,995	19,130,376	22,007,750	19,794,400
“ freight.....	\$386,092	575,537	744,179	1,025,372	1,211,871
“ mail and express.....	\$110,452	68,604	88,233	78,819	72,516
“ other sources.....	\$34,185	51,241	100,930	67,022	85,793
Total operating expenses.....	\$8,885,235	10,121,781	12,096,134	14,266,675	17,765,372
Maintenance of way and buildings.....	\$643,135	797,895	920,875	1,228,972	1,066,413
Cost of motive power.....	\$1,445,227	1,586,927	2,001,543	2,535,576	2,523,960
Operation of cars.....	\$1,184,287	4,814,762	5,768,085	6,770,560	6,534,718
General operating charges.....	\$5,612,041	1,406,943	1,610,099	1,871,627	1,897,738
Total car mileage.....	60,152,846	65,249,166	72,618,806	82,070,064	89,005,216
Passengers carried.....	314,026,671	360,964,876	426,296,792	488,865,682	597,863,801
Tons of freight carried.....		852,294	1,228,362	1,435,525	1,957,930

\*Improperly included, double track and siding. †Maintenance.

ACCIDENTS.

YEAR.	KILLED.				INJURED.				PASSENGERS.					
	Passengers.		Others.		Passengers.		Others.		Number carried.		Killed, one in every		Injured, one in every	
	Employees.	Total.	Employees.	Total.	Employees.	Total.	Employees.	Total.						
1901	3	11	158	98	58	311	120,931,656	10,311,552	255,437					
1902	9	22	410	120	33	563	137,681,402	15,297,933	335,808					
1903	10	22	504	212	62	778	155,662,812	15,566,281	308,855					
1904	10	40	508	272	61	811	181,689,998	18,168,999	357,657					
1905	30	23	862	317	87	1,296	203,467,317	6,782,243	236,041					
1906	11	31	1,085	127	111	1,633	257,655,074	21,605,006	219,327					
1907	27	37	988	532	216	1,736	273,999,401	10,118,426	277,327					
1908	18	13	1,156	539	188	1,883	290,099,309	16,616,628	258,736					
1909	11	50	1,305	618	218	2,139	311,026,671	28,517,879	241,001					
1910	14	68	1,595	716	227	2,338	360,961,876	25,783,205	226,310					
1911	11	83	1,784	586	300	2,670	426,296,792	38,754,251	238,955					
1912	16	86	1,950	736	412	3,128	488,865,682	39,554,180	156,287					
1913*	17	44	1,662	490	392	2,511								

\* See explanatory paragraph on preceding page.

I have the honour to be, sir,

Your obedient servant,

J. L. PAYNE,

Comptroller of Statistics.

# RAILWAY STATISTICS

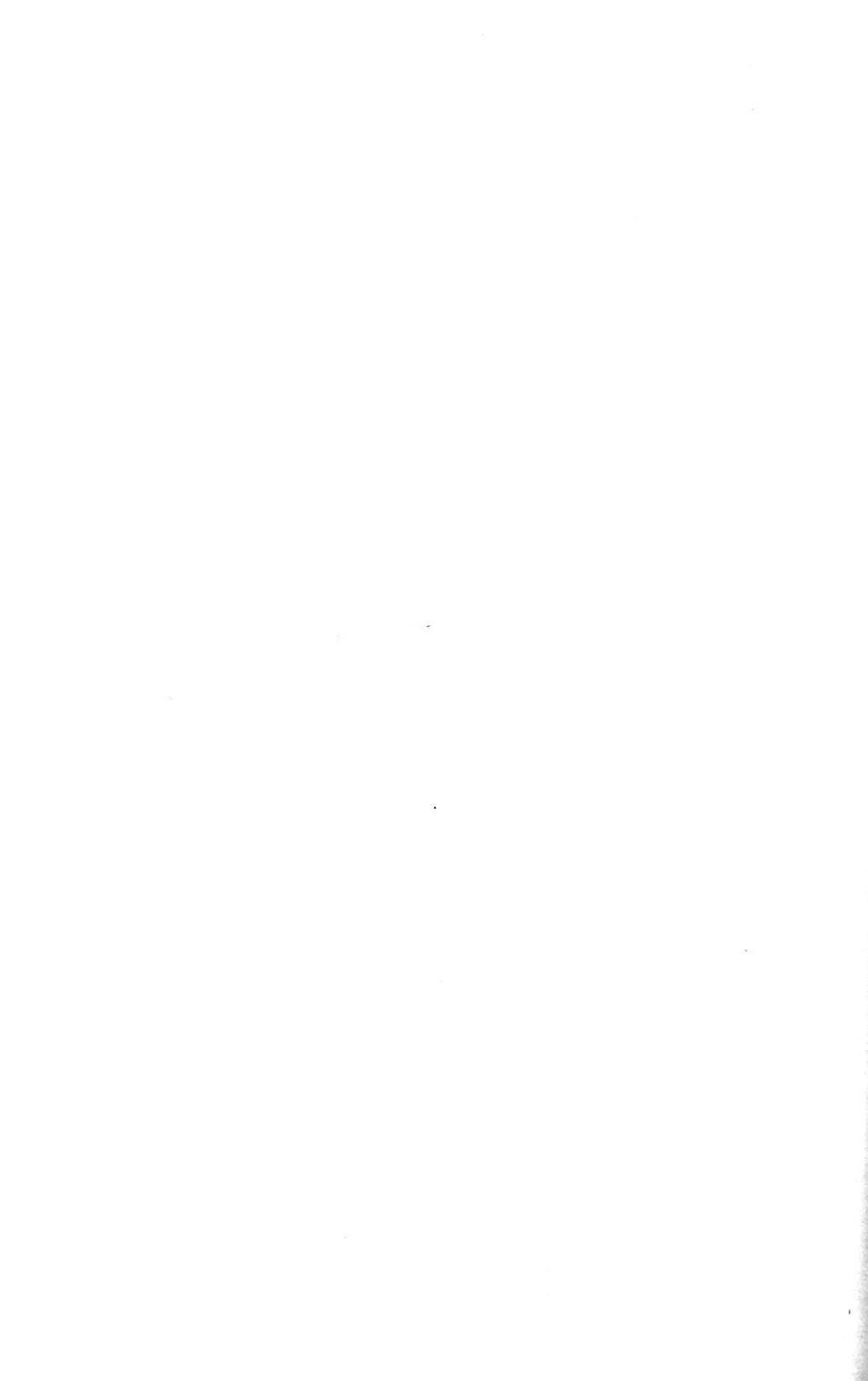


TABLE 1.—Location of Steam Railways of the Dominion of Canada,  
to June 30, 1913.

Name of Railway.	Description.	DISTANCE.	
		Miles.	Total.
Alberta Railway and Irrigation Co. (now, Can. Pac. R'ly).....			
Albert Southern (abandoned)	Harvey Branch Junction to Alma, N.B.....	16·00	
	Harvey Branch, Albert, to Harvey Bank, N.B.....	3·00	19·00
Algoma Central and Hudson Bay.....	Sault Ste. Marie to Mile 89—Main line.....	89·00	
	Branch—Michipicoten to Hawk Lake.....	26·04	
	Other branches.....	20·73	135·77
Algoma Eastern, formerly Manitoulin and North Shore	Sudbury to Mile 27·50.....	27·50	
	Branches.....	3·20	30·70
Atlantic, Quebec and Western Baie des Chaleurs in Atlantic and Lake Superior System (now Quebec Oriental).....	Paspebiac to Gaspé.....		102·75
Bay of Quinte Railway.....	Matapedia Station on I.C.R. to Paspebiac.....		100·00
	Deseronto to Bannockburn.....	75·40	
	Yarker to Sydenham.....	10·60	86·00
Bedlington and Nelson.....	International boundary at Port Hill to Jet. Can. Pac. Ry. at Wilkes.....		12·04
Brandon, Saskatchewan and Hudson Bay.....	International boundary at Bannerman to Brandon, Man.....		69·45
Bessemer and Barry's Bay.....	(Not operated).....		5·00
British Yukon.....	White Pass to Whitehorse Spur, Y.T.....	90·32	
	“ Macrae to Pueblo.....	10·80	101·12
Buctouche and Moncton.....	Moncton, on Intercolonial Railway, to Buctouche, N.B.....		32·00
Brockville, Westport and North Western (C.N.R.).....	Brockville to Westport, Ont.....		45·00
Bruce Mines and Algoma.....	Town of Bruce Mines to Rock Lake Mine.....		17·28
Canada and Gulf Terminal.....	St. Flavie to Matane.....		35·80
Canada Atlantic, including Ottawa, Arnprior and Parry Sound Railway, now in Grand Trunk System.....	City of Ottawa to Junction with Grand Trunk at Lacolle and U.S. boundary. Crosses the St. Lawrence at Coteau by bridge. Connects with Grand Trunk Railway at Coteau and Lacolle, and Ottawa to Depot Harbour, near Parry Sound.....		396·41
Central Counties.....	From Glen Robertson, on Canada Atlantic, to Hawkesbury, Ont.....	22·24	
Leased to Canada Atlantic.....	South Indian, on Canada Atlantic, to Rockland.....	16·25	38·49
Canadian Northern.....	Port Arthur to Rainy River.....	284·80	
	International boundary to Paddington.....	106·60	
	Beaver to Edmonton.....	749·10	
	Branches—Twin City Junction to North Lake.....	56·40	
	“ Carman Junction to Somerset.....	78·90	
	“ Neepawa Junction to McCreary Junction.....	70·40	
	“ North Junction to Prince Albert.....	360·50	
	“ Sifton Junction to Winnipegosis.....	20·70	
	“ Emerson to South Junction.....	72·70	

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

Name of Railway.	Description.	DISTANCE.	
		Miles.	Total.
Canadian Northern— <i>Con.</i>	Branches—Winnipeg Transfer Track	15-20	
	" Rossburn Junction to Ross Jet	190-60	
	" Greenway to Adelpa	51-80	
	" Arizona Junction to C. N. Junction.	298-80	
	" Brandon Junction to Carberry	22-90	
	" St. James to Gypsumville	156-70	
	" Hartney to Virden	37-00	
	" Battleford to Battleford Junction	8-00	
	" Edmonton Junction to Monville	21-50	
	" Edmonton to Stony Plains	21-00	
	" Oakland to end of steel	34-50	
	" Thunderhill Junction to Preceville	72-10	
	" Dalmeny N. to Laird	27-80	
	" Paddington to Bird-hill	8-70	
	" Saskatoon to Al-sask	169-80	
	" Stratheona to Edmonton	7-22	
	" Ochre River to end of track	15-00	
	" Hudson Bay Jet, to Le Pas	87-50	
	" Hallboro to Beulah	75-00	
	" Prince Albert to Blaine Lake	64-00	
	" Luxton to Bienfait	16-30	
	" North Battleford to Edom	38-30	
	" Maryfield to Radville	139-80	
	" Vegreville to Drumeller	173-40	
	" Delisle to McRorie	45-80	
" Shellbrook to Big River	56-50		
" Cardinal to Notre Dame de Lourdes	2-63		
" Morinville to Athabasca Landing	72-33		
" Radville to Bengough	44-59		
" Radville to Moose Jaw	83-84		
" Grosse Isle to Inwood	31-00		
" Various spurs	122-78		
			4,912-49
Canada Southern	Main Line—Windsor, Ont., to Suspension Bridge, Niagara Falls	226-18	
	Amerstburg Branch—Essex Centre to Amerstburg	16-83	
	St. Clair Branch—St. Clair Junction to Courtwright	60-48	
	Fort Erie Branch—Fort Erie to Welland Junction	17-50	
	Erie and Niagara Branch—Old Fort Erie to Niagara	30-60	
	Oil Springs Branch—Oil Springs to Oil City	5-50	
	Sarnia, Cleitham and Erie—Oil City to Petrolia	7-00	
Leased	Leamington and St. Clair—Comber to Leamington	15-95	
			380-04
Canada Eastern, now included in Intercolonial Railway	Late Northern and Western of New Brunswick, Fredericton to Loggieville	125-00	
Canadian Pacific— Owned	Main Line—Montreal to Vancouver		2,902-80
	Branches—Dunmore to Crow-nest	209-50	
	" Quebec to St. Martins Junction	159-80	
	" Piles Junction to Grand Piles	26-90	
	" Berthier Junction to Berthier	2-10	
	" Lauvraie to St. Felix	16-60	
	" Ste. Therèse Junction to St. Jerome	13-30	
	" St. Therèse to St. Eustache	6-00	
	" St. Jerome to Labelle	66-90	
	" St. Lin Junction to St. Lin	15-10	
	" Buckingham Stn. to Buckingham Village	3-20	
	" Carleton Junction to Brockville	44-90	
	" Sudbury to Sault St. Marie	179-30	
" Sudbury to Copper Mines	5-60		
" Dymont to Ottanine	6-90		
" Molson to Lac du Bonnet	21-50		
" McGregor to Varcoe	55-50		
" Whittier Junction to Emerson	63-80		
" Rugby Junction to Manitou	100-30		
Montreal and Western			
Brockville and Ottawa Ry.			

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TABLE 1.—Showing Location of Railways, &amp;c.—Continued.

Name of Railway.	Description.	DISTANCE	
		Miles.	Total.
Canadian Pacific— <i>Con.</i>	Branches—Rugby Junction to Gimli	56-50	
	" Rosenfeldt to Greta	13-80	
	" Rugby Junction to Arborg	74-40	
	" Ruyard to Kaleida	6-50	
	" Kenmay to Estevan	156-20	
	Souris Branch—Glenboro' to Souris.	46-00	
	" Deloraine to Napinka	18-60	
	Branches—Schwitzer Junction to Regina	210-10	
	" North Portal to Pasqua	160-60	
	" New Westminster Jet. to New West-		
Westminster	8-20		
Lake Temiscamingue Co- lonization	" Mattawa to Kippewa	46-70	
	" Mission Junction to Sumas	10-00	
	" Revelstoke to Arrow Head	27-40	
	" Vancouver to Coal Harbour	1-20	
	" Three Forks to Sandon	4-30	
	" Wood Bay to Windy Gates	32-40	
	" Cranbrook to Kimberly	19-30	
	" Deloraine to Lyleton	37-40	
	" Fernie to Fernie Mines	5-00	
	" Kirkella to Hardisty	561-30	
	" Marysville Junction to Marysville	0-90	
	" Crowsnest to Kootenay Landing	182-00	
	" Selkirk Junction to Selkirk	1-30	
	" Wolsley to Reston	122-40	
	" Lauder to Alida	54-70	
	" Bolton Junction to Remford	227-00	
	" Moosejaw to Outlook	118-80	
	" Stoughton to Assinibola	148-60	
	" Langdon to Acme	39-80	
	" Kipp to Aldersyde	84-90	
	" Kerrobert to Macklin	46-40	
	" Molson to Whittier	43-60	
" Kerrobert to Outlook	102-50		
" Valeport to Bulyea	18-80		
" Regina to Colonsay	133-10		
" Irricana to Standard	36-50		
Alberta Ry. & Irrigation Co.	" Montana to Coumts	64-60	
	" Stirling to Cardston	46-60	
	" Curle to Expanse	34-30	
	" Kerrobert to Brass	36-90	
	" Swift Current to Vanguard	44-10	
	" Wilkie to Kelfield	35-40	
	" Wilkie to Cutknife	28-70	
	" Bassano to Standard	35-50	
	" Java to Cabri	34-50	
	" Port Moody Spur	3-20	
			4,218-20
	Total mileage owned		7,121-00
Lines leased	Atlantic and Northwest (in Canada)—		
	South end Lachine Bridge to Maine bound-		
	ary, Que.	181-90	
	Eganville Jet. to Eganville, Ont.	19-20	
	Portion through U.S. territory	144-50	
		345-60	
	St. Lawrence and Ottawa—		
Ottawa to Prescott, Ont.	51-70		
Chaudiere Junction to Sussex St., Ottawa	6-60		
		58-30	





SESSIONAL PAPER No. 20b

TABLE 1.—Showing Location of Railways, &amp;c.—Continued.

Name of Railway.	Description.	DISTANCE.	
		Miles.	Total.
Canadian Pacific— <i>Con.</i> Leased Lines.....	Manitoba Southwestern Colonization—		
	Manitou to Deloraine.....	100-60	
	Rugby Junction to Glenboro'.....	102-70	
	Elm Creek to Carman.....	12-20	
			215-50
	Great Northwest Central—		
	Chater to Miniota.....	71-00	
	Forrest to Lenore.....	40-70	
			111-70
	British Columbia Southern—		
	Nelson to Proctor.....	20-40	
	Yahk to Kingsgate.....	10-50	
			30-90
	Northern Colonization—		
	Labelle to Mont Laurier.....		58-00
	Shuswap and Okanagan—		
	From Jct. with C.P.R. at Sicamous to Lake Okanagan.....		51 00
	Nakusp and Slocan—		
	Nakusp on Arrow Lake to Three Forks of Carpenter's Creek, B.C.....	36-40	
	Three Forks to Whitewater.....	7-70	
			44-10
	Columbia and Western—		
	Castlegar Junction to Midway.....	100-90	
	Castlegar Junction to Rossland.....	29-30	
	Trail to Smelter Junction.....	1-40	
	Mining Spurs, including Rossland to Le Roi.....	25-10	
			156-70
Kootenay and Arrowhead—			
Lardo to Gerrard.....		33-20	
Columbia and Kootenay—			
Nelson to Robson.....	27-40		
Spur to mouth of Kootenay River.....	8-80		
Slocan Junction to Slocan.....	31-30		
		59-50	
Vancouver and Lulu Island—			
Vancouver to Steveston.....	16-90		
Eborne extension.....	10-00		
		26-90	
Calgary and Edmonton—			
Calgary Junction to Stratheona.....	190-60		
“ to Macleod Junction.....	107-20		
Wetaskiwin to Hardisty.....	100-30		
Lacombe to Coronation.....	106-70		
		504-80	
Ottawa Northern and Western—			
Hull to Waltham.....	77-90		
Hull Junction to Maniwaki.....	80-70		
		158-60	
Tillsonburg, Lake Erie and Pacific—			
Ingersoll to Port Burwell.....	33-40		
Embros to Ingersoll.....	9-30		
		42-70	
Guelph and Goderich—			
Guelph to Goderich.....	80-20		
Linwood Junction to Listowel.....	16-20		
		96-40	
Nicola, Kamloops, and Similkameen—			
Nicola to Spence's Bridge.....		47 00	
Walkerton and Lucknow—			
Walkerton to Saugeen Junction.....		37-60	

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TABLE I.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	DISTANCE.		
		Miles.	Total.	
Canadian Pacific— <i>Con.</i> Leased lines	Georgian Bay and Seaboard— Port McNicoll to Bethany	88.40		
	St. Mary's and Western Ontario— Emburo to St. Mary's	15.70		
	Orford Mountain— Eastman to Windsor	36.00		
		Eastman to Troy Junction	23.70	
		59.70		
	St. Maurice Valley— Three Rivers to Grand Mère	27.30		
	New Brunswick Southern— Shore Line Junction to Bay Shore Junction	81.00		
	South Ontario Pacific— Guelph Jctn. to Grant Jctn	16.30		
	Kingston and Pembroke— Kings-ton to Renfrew.	103.40		
	Kootenay Central— Fort Steele to Colvalli	23.00		
		Caithness to end of track	10.70	
		33.70		
		Total mileage leased		4,386.80
	"    owned		7,121.00	
	"    in Can. Pac. system		11,507.80	
Canadian Government Rys	Intercolonial—			
	Halifax to St. Rosalie Junction	796.04		
	Dartmouth Branch	12.00		
	Truro to Sydney	214.27		
	Pt. du Chêne to St. John	101.29		
	Indian Town Branch	21.95		
	St. Leonard Junction to Nicolet	14.70		
	River Ouelle Branch	6.19		
	St. Charles Junction to Chaudière Junction	16.73		
	Dalhousie Branch	6.28		
	Pictou to Oxford Junction	69.39		
	Brown's Point to Stellarton	11.90		
	New Glasgow Junction to Pictou Landing	8.18		
	Pugwash Junction to Pugwash	4.54		
	Fredericton to Loggieville	124.37		
	Sydney Mines Branch	7.07		
	Ferrona Junction to Sunny Brae	12.48		
	Freight Branches	35.08		
				1,462.46
		Windsor Branch (32 miles) of I. C. Ry. is operated by Dominion Atlantic Ry.		
Prince Edward Island—	Main Line—Tignish to Georgetown	158.60		
	Charlottetown to Murray Harbour	52.30		
	Branch—Mount Stewart to Souris	39.33		
	Branch—Montague Junction to Montague	6.20		
	Branch—Emerald to Cape Traverse	12.90		
	Branches—Additions	9.90		
			279.23	
			1,741.69	

SESSIONAL PAPER No. 20b

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	DISTANCE.	
		Miles.	Total.
Canadian Northern Ontario.	Toronto to Parry Sound	145-40	
	Parry Sound Junction to Sudbury Junction	112-50	
	Sudbury Junction to Ruel	65-70	
	East Don to Deseronto	133-90	
	Branches	20-19	
	Business Spurs	22-46	
Canadian Northern Quebec	Quebec to Montreal	176-07	500-15
	Joliette to Hawkesbury	67-05	
	Garneau Junction to River à Pierre Jet'n	39-84	
	St. Jerome Junction to Huberdeau	45-28	
	St. Jacques Junction to Rawdon	15-88	
	Shawinigan Junction to Falls	3-41	
	Lorette Junction to Transcontinental Jet	5-30	
	Hedleyville Junction to Montmorency River Spurs	7-22 10-97	
Cape Breton Railway	Point Tupper to St. Peters	30-00	371-02
	Terminal to St. Peters	1-00	
Caracquet	From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.B.		68-00
Carillon and Grenville	Carillon to Grenville, Que., connecting at both termini with Ottawa River Navigation Company's steamers (Gauge, 5 ft. 6 in.) (not in operation)		13-00
Central Ontario	Pictou to Trenton Junction	32-17	
	Trenton Junction to Maynooth	100-76	
	Ormsby Junction to Coc Hill	7-20	
			140-13
Crows Nest Southern	International Boundary at Gateway to Michel, B.C.		74-18
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro')	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy.		32-00
	Windsor to Yarmouth	170-78	
Dominion Atlantic, comprising Windsor and Annapolis, Yarmouth and Annapolis and Cornwallis Valley and lease of Windsor Branch of Intercolonial and Midland of Nova Scotia	Branches—		
	Wilmot to Torbrook	5-26	
	From Kentville to Kingsport, on Basin of Minas (formerly Cornwallis Valley Railway).	14-81	
	Windsor Branch of I.C.R.—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax, leased.	31-47	
	Windsor to Truro	57-35	
			279-67
Eastern British Columbia	Corbin to McGillivray, B.C.	14-00	
	Branches	2-00	
			16-00
Elgin and Havelock	From Elgin, County of Albert, N.B., to Petiteodiac Junction with Intercolonial Railway; thence to Havelock in County of Kings, N.B.	27-00	
	Havelock to Keith's Mills	1-00	
			28-00
Essex Terminal	Grand Trunk Jet. to Sandwich	8-50	
	Windsor Branch Line	1-50	
			10-00

TABLE 1.—Showing Location of Railways, &amp;c.—Continued.

Name of Railway.	Description.	DISTANCE.	
		Miles.	Total.
Esquimalt and Nanaimo.....	Victoria to Port Alberni, Island of Vancouver..... Hayward Jet. to Cowichan Lake.....	134-00 18-00	152-00
Fredericton and St. Mary's Ry. Bridge, now in Inter- colonial Ry.....	Over the St. John River, connecting the Fredericton Railway, at Fredericton, with the New Brunswick Railway, and Canada Eastern Ry., at St. Mary's..		
Grand Trunk (owned)—			
Eastern Division.....		722-88	
Northern Division.....		893-59	
Middle Division.....		1,080-59	
Southern Division.....		245-55	
			2,942-61
Leased and partly owned.....	Buffalo and Lake Huron Ry..... Fort Erie to Goderich.....		161-30
	Total mileage owned and leased.....		3,103-91
St. Clair Tunnel and ap- proaches.....	Under the St. Clair River, between Sarnia and Port Huron—connecting the Grand Trunk Railway with railways in State of Michigan..... (Length of tunnel between portals 6,000 ft., cylindrical in section with clear inside diameter of 19 feet 10 inches.)		2-25
Grand Trunk Pacific.....	Winnipeg to Wolf Creek..... Port Arthur to Superior Jet..... Superior Jet. to Winnipeg..... Branches..... Spurs.....	920-10 188-80 258-60 12-47 15-80	1,395-77
Gulf Shore, now, Caraquet.....	Junction with Caraquet Railway at Pokemouche to Tracadie.....		
Halifax and Southwestern, formerly Nova Scotia Southern, including Central Nova Scotia, Halifax and Yarmouth and Middleton and Victoria Beach, and Liverpool and Milton.....	Halifax to Yarmouth..... Mahone Junction to Lunenburg..... Bridgewater Junction to Port Wade..... New Germany Junction to Caledonia..... Liverpool to Rapid Falls..... Nictaux to Torbrook Mines..... Shelburne to Battery Point Wharf.....	246-60 7-00 92-50 22-11 4-98 4-16 1-11	378-46
Hereford.....	From International Boundary to Lime Ridge, Quebec connects with Canadian Pacific Railway at Cook- shire, Maine Central at International boundary, and with Quebec Central at Dudswell.....		
Interprovincial Railway, bridge and approaches, now included in Ottawa, North- ern and Western.....	Across the Ottawa River at City of Ottawa.	1-40	
Irondale, Bancroft and Ot- tawa.....	From Junction with Grand Trunk Railway near Kin- mount Station, to Junction with Central Ontario Ry		51-00
Inverness and Richmond, now Inverness Ry. and Coal Co.	Inverness to Point Tupper Junction.....		60-91
International of New Bruns- wick.....	Campbellton to St. Leonards.....		112-00

SESSIONAL PAPER No. 20b

TABLE 1.—Showing Location of Railways, &amp;c.—Continued.

Name of Railway.	Description.	DISTANCE.	
		Miles.	Total.
Kaslo and Slocan (Can. Pac. Ry.).....			
Kent Northern.....	Richibucto, N.B., to Kent Jet., Intercolonial Railway		27-00
Kettle Valley.....	Carson to Lynch Creek, B.C.		22-20
Kingston and Pembroke, now Canadian Pacific Railway.			
Klondike Mines.....	Dawson City to Sulphur Springs.....		31-81
Lenora Mount Sicker.....	Lenora Mines to Crofton, B.C.		12-00
Lotbinière and Megantic.....	Lyster Station, Grand Trunk, to St. Jean des Chailons.....		30-00
Lake Erie and Detroit River.	Walkerville, Ont., to St. Thomas.....	126-78	
Erie and Huron.....	Rondeau to Sarnia.....	72-03	
			198-81
London and Port Stanley.....	London to Port Stanley on Lake Erie.....		23-66
Maganetawan River.....	Burks Falls, on Grand Trunk Ry., to Maganetawan River.....		1-91
Maritime Coal, Railway and Power Co.....	Maccan to Joggins Coal Mine.....		15-00
The Manitoba Ry., formerly The Northern Pacific and Manitoba, the Winnipeg Transfer Ry., the Portage and Northwestern, the Waskada and Northeastern leased to Govt. of Manitoba and operated by the Canadian Northern	International boundary to Winnipeg, and branches.....		355-68
Marmora Ry. and Mining Co., operated by Central Ontario.....	Central Ontario Junction to Wanston.....		9-60
Midland of Nova Scotia (formerly Stewiacke Valley)...	From Windsor to Truro, N.S., see Dominion Atlantic Railway.		
Massawippi Valley.....	From Lennoxville to Vermont boundary, there connecting with Connecticut and Passumpsic Rivers Railway; also connects with Grand Trunk and C.P.R. at Lennoxville.....	31-95	
	Branch—Stanstead Junction to Stanstead.....	3-51	
			35-46
Mid. of Man. now Manitoba	International Boundary at Grenna to Portage la Prairie.....	76-52	
Gt. Northern.....	International Boundary near Haskett to Morden.....	15-25	
			91-77
Midland of Manitoba.....	Terminals at Winnipeg.....		6-40
Montreal and Vermont Jet....	From Junction with Stanstead, Shefford and Chambly Railway, $2\frac{1}{2}$ miles east of St. John, P.Q., to Junction with Vermont and Canada Railway, at Vermont boundary; also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway.....		23-60
Montreal, Portland and Boston, now Montreal and Province Line.....	Junction with Grand Trunk at St. Lambert to Farnham.....	32-00	
	Marieville to St. Césaire.....	8-60	
	Farnham to Freligsburgh.....	18-00	
			58-60
Montreal and Atlantic (formerly Southeastern).....	Main Line—Farnham to Richford on International Boundary.....	43-70	
	Drummondville Junction to Drummondville.....	59-20	
			102-90

TABLE I.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	DISTANCE.	
		Miles.	Total.
Montreal and Atlantic— <i>Can.</i>	Leased—Lake Champlain and St. Lawrence Junction—Stanbridge to St. Guillaume	60-50	163-40
	(Connects with Connecticut and Passumpsic, Grand Trunk and Stanstead, Shefford and Chambly Rys.)		
Morrissey, Fernie and Michel	From Swinton to Carbonado, B.C., and leased line		10-85
Napierville Junction	St. Constant Junction to Rouse's Point		27-06
Nelson and Fort Sheppard	From Troup Junction to Waneta on International Boundary, B.C.		55-42
New Glasgow Iron, Coal and Railway Co., now Nova Scotia Steel and Coal Co.	Now included in Intercolonial Ry.		
New Brunswick and Prince Edward Island	From Sackville Station, Intercolonial Railway to Cape Tormentine		36-00
New Brunswick Coal and Ry. Co.	From Norton to Minto		58-00
New Brunswick Southern (now Can. Pacific).			
New Westminster Southern North Shore	Douglas to South Westminster Adamsville to Mount Carlyle		23-73 8-63
Nosbonsing and Nipissing	From Lake Nosbonsing to Lake Nipissing		5-50
Orford Mountain (now Can. Pac. Ry.)			
Ottawa and New York	From Ottawa to International Boundary near Cornwall		56-90
Pembroke Southern (leased to Canada Atlantic)	From Pembroke to Golden Lake		21-36
Phillipsburg Ry. and Quarry Co.	Stanbridge Station of Canadian Pacific and Central Vermont Railways, to Phillipsburg, Mississquoi Co.		6-00
Pontiac and Renfrew	From Wyman's Station, on Pontiac Pacific Junction Ry., to Bristol Iron Mines, County Pontiac, Que.		4-25
Princeton Branch of Washington Co., Ry., (U.S.), now, Maine Central.	International Boundary near Waring to International Boundary near Woodland		5-10
Qu'Appelle, Long Lake and Saskatchewan (in Canadian Northern System)	From Canadian Pacific Railway at Regina, North-westerly to Long Lake and Prince Albert		254-40
Quebec Bridge and approaches to connect adjacent railways	(Across St. Lawrence River at Quebec, under construction 10 miles).		
Quebec and Lake St. John.	Quebec to Chambord Junction.	176-00	286-40
	Chambord Junction to Chicoutimi.	51-00	
	Valcartier to Clarks.	5-50	
	Chambord Junction to Roberval.	13-30	
	La Tuque Junction to La Tuque.	39-60	
	Roberval to Roberval Wharf.	1-00	
Quebec Central	Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway 5 miles from Levis, Quebec	138-00	253-00
	Beauce Junction to St. Sabine.	55-00	
	Tring Megantic—Tring Junction to Megantic.	60-00	
	(Connects with Grand Trunk, Canadian Pacific and Boston and Maine Rys. at Sherbrooke.)		
Quebec, Montmorency and Charlevoix, now Quebec Ry., Light and Power Co.	Quebec to Cap Tourmente.	30-00	40-32
	Quebec to Kent House.	7-00	
	Branches	3-32	

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TABLE 1.—Showing Location of Railways, &amp;c.—Continued.

Name of Railway.	Description.	DISTANCE.	
		Miles.	Total.
Quebec, Montreal and Southern, comprising East Richelieu Valley Railway and United Counties.....	Noyan Junction to Bellevue Junction .....	80.82	
South Shore Railway.....	From Fortierville Junction with Grand Trunk at St. Lambert.....	109.69	
	St. Constant Junction to Napierville Junction .....	1.40	191.91
Red Mountain.....	From International boundary line at Patterson, B.C., to Rossland.....		9.59
Rutland and Noyan.....	International boundary to Noyan Junction.....		3.39
Stanstead, Shefford and Chambly.....	From Junction with Montreal and Vermont Junction Railway, near St. Johns, Que., easterly to Waterloo .....		43.00
St. John Bridge and Railway Extension, now leased by Canadian Pacific Ry.....	From St. John to Fairville, crosses St. John River at the Falls by a cantilever steel bridge, and connects Intercolonial Railway with New Brunswick Railway, C.P.R., included in Canadian Pacific System, 2 miles.		
St. John Valley and Rivière du Loup.....	From Fredericton, N.B., to Woodstock, N.B., 66 miles, of which 6 miles are built .....		
Salisbury and Albert (formerly Albert Railway).....	Salisbury to Albert, N.B.....		45.00
Schomberg and Aurora.....	Bond Lake, Ont., to Schomberg.....		14.40
St. Lawrence and Adirondaek	From Jet, with Canada Atlantic near Valleyfield to International boundary.....	19.92	
	Beauharnois to Junction with Canadian Pacific at Adirondaek Junction.....	12.90	
	Leased—Valleyfield to Beauharnois.....	13.30	46.12
St. Martins.....	Hampton to St. Martins.....		30.00
Sydney and Louisburg (Dominion Coal Co.).....	Sydney Harbour to Louisburg Harbour.....	39.17	
	Branches to coal mines.....	27.34	
	Spurs.....	2.29	68.80
Temiskaming and Northern Ontario.....	North Bay to Cochrane.....	252.80	
	Englehart to Charlton.....	7.80	
	Cobalt to Kerr Lake.....	3.90	
	Haileybury to Moore's Cove.....	1.64	
	Iroquois Falls to Timmins.....	33.20	
	Lisheard to Lake Temiskaming.....	.90	
	North Bay Junction to Nipissing Junction.....	2.04	
	Earlton to Elk Lake City.....	28.50	330.78
Thousand Islands.....	Gananoque on St. Lawrence River to Thousand Island Junction.....		6.33
Temiscouata.....	Rivière du Loup, Que., to Edmundston, N.B., on the New Brunswick Railway.....	81.00	
	Branch—Edmundston to Connors, on St. John River .....	32.00	113.00
Till-onburg, Lake Erie and Pacific.....	Port Burwell to Ingersoll, now in Can. Pac. Ry.....		
Toronto, Hamilton and Buffalo, including Brantford, Waterloo and Lake Erie .....	Waterford Jet, with Canada Southern to Welland Junction with Canada Southern—passing through the city of Hamilton.....	79.88	
	Hamilton to Grand Trunk Junction.....	.27	80.15

TABLE 1.—Showing Location of Railways, &c.—*Concluded.*

Name of Railway.	Description.	DISTANCE.	
		Miles.	Total.
Victoria and Sidney.....	Victoria to Sidney, B.C.....		15.97
Victoria Terminal Railway and Ferry.....	City of Victoria.....		.99
Vancouver, Victoria and Eastern.....	Laurier to Danville.....	16.47	
	Grand Forks Junction to Phoenix.....	25.82	
	Grand Forks to Granby Smelter.....	4.74	
	Midway to International Boundary.....	28.89	
	Chopaka to Coalmont.....	71.27	
	International Boundary to S. Westminster.....	21.05	
	International Boundary to Port Guichon.....	46.60	
	New Westminster to Vancouver.....	14.79	
	Burrard Inlet to Vancouver.....	1.93	
	Abbotsford to Kilgard.....	4.52	
			236.08
Wellington Colliery.....	Union Bay to Cumberland.....		10.75
York and Carleton.....	Junction with Canada Eastern Ry. at Cross Creek Station to Ryan Brook, N.B.....		10.50
	Total mileage.....		29,303.53





TABLE 2.—SUMMARY of Mileage operated for the

Number.	Name of Railway.	SINGLE TRACK.						Total mileage operated.
		Line represented by Capital Stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under track-age rights.	
		Main line.	B'ches and spurs.					
1	Algoma Central and Hudson Bay....	115-04	20-73					135-77
2	Algoma Eastern.....	27-50	3-20				3-25	33-95
3	Atlantic, Quebec and Western.....	102-75				1-75		104-50
4	Bay of Quinté.....	75-40	10-60				19-00	105-00
5	Bedlington and Nelson.....	12-04					8-67	20-71
6	Bessemer and Barrys Bay (†).....	5-00						5-00
7	Brandon, Saskatchewan and Hudson Bay.....	69-45						69-45
8	British Yukon.....	85-80	15-32					101-12
9	Brockville, Westport and North-western.....	45-00						45-00
10	Bruce Mines and Algoma (†).....	17-28						17-28
11	Canada and Gulf Terminal.....	35-80						35-80
12	Canada Southern.....	226-18	153-86				16-76	396-80
	Canadian Government Rys.—							
13	Intercolonial.....	1,427-38	35-08				40-30	1,502-76
14	Prince Edward Island.....	150-90	128-33					279-23
15	Canadian Northern.....	1,140-50	2,871-99	48-08	355-68	254-40		4,670-65
16	“ “ Ontario.....	457-50	42-65				3-80	503-95
17	“ “ Quebec.....	243-12	127-90				58-60	429-62
18	Canadian Pacific.....	2,902-80	3,971-60	3,033-60	1,497-20	102-60	93-90	11,601-70
19	Carillon and Grenville (†).....	13-00						13-00
20	Caraquet.....	68-00			16-78			84-78
21	Cape Breton.....	31-00						31-00
22	Central Ontario.....	132-93	7-20		9-60			149-73
23	Crows Nest Southern.....	74-18						74-18
24	Cumberland Railway and Coal Co.....	32-00						32-00
25	Dominion Atlantic.....	170-78	77-42		31-47		14-42	294-09
26	Eastern, B.C.....	14-00	2-00					16-00
27	Elgin and Havelock.....	28-00						28-00
28	Esquimalt and Nanaimo.....	134-00	18-00					152-00
29	Essex Terminal.....	8-50	1-50					10-00
30	Grand Trunk.....	2,942-61				161-30	13-94	3,117-85
31	“ (Canada Atlantic).....	396-41			59-85			456-26
32	Grand Trunk Pacific.....	1,108-90	12-47			274-40	6-20	1,401-97
33	Halifax and South Western.....	246-60	131-86				2-30	380-76
34	Hereford.....	52-18						52-18
35	International of New Brunswick.....	112-00						112-00
36	Inverness Railway and Coal Co.....	60-91						60-91
37	Irondale, Bancroft and Ottawa.....	51-00						51-00
38	Kent Northern.....	27-00						27-00
39	Kettle Valley.....	22-20						22-20
	Kingston and Pembroke (C.P.R.).....							
40	Klondike Mines.....	31-81						31-81
41	Lake Erie and Detroit (Père Marquette).....	198-81					136-78	335-59
42	London and Port Stanley.....	23-66					42	24-08
43	Lotbinière and Megantic.....	30-00						30-00
44	Maganetawan River.....	1-91						1-91
45	Manitoba Great Northern.....	91-77					99	92-76
46	Maritime Coal, Railway & Power Co.....	12-00	3-00					15-00
47	Massawippi Valley.....	35-46					2-05	38-41
48	Midland of Manitoba.....	6-40					69-02	75-42
49	Montreal and Atlantic.....	102-90			60-50			163-40
50	Montreal and Province Line.....	50-00	8-60					58-60
51	Montreal and Vermont Junction.....	23-60						23-60
52	Moncton and Buctouche.....	32-00						32-00
53	Morrissey, Fernie and Michel.....	5-82			5-03			10-85
54	Maine Central.....	5-10						5-10



TABLE 2.—SUMMARY of Mileage Operated for the Year

Number.	1	2	3	4	5	6	7	8	
	Name of Railway.	SINGLE TRACK.						Total mileage operated.	Number.
		Line represented by Capital Stock.	B'ches and spurs.	Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under track-age rights.		
	Main line.								
55	Napierville Junction.....	27-06						27-06	
56	Nelson and Fort Sheppard.....	55-42					5-42	60-84	
57	New Coal Brunswick and R'y Co.....	58-00						58-00	
58	New Brunswick and Prince Edward Island.....	36-00						36-00	
59	New Westminster Southern.....	23-73					1-48	25-21	
60	North Shore.....	6-13	2-50					8-63	
61	Nosbonsing and Nipissing.....	5-50						5-50	
62	Ottawa and New York.....	56-90					1-04	58-84	
63	Phillipsburg Railway and Quarry Co.....	6-00						6-00	
64	Pontiac and Renfrew.....	4-25						4-25	
65	Quebec Central.....	138-00	115-00				5-00	258-00	
66	Quebec Oriental.....	100-00						100-00	
67	Quebec Railway, Light & Power Co.....	30-00	7-00			3-32		40-32	
68	Quebec and Lake St. John.....	227-00	59-40					286-40	
69	Quebec, Montreal and Southern.....	191-91						191-91	
70	Red Mountain.....	9-59						9-59	
71	Rutland and Noyan.....	3-39						3-39	
72	Salisbury and Albert.....	45-00						45-00	
73	Schomberg and Aurora.....	14-40						14-40	
74	Stanstead, Shefford and Chambly.....	43-00						43-00	
75	St. Clair Tunnel.....	1-13						1-13	
76	St. Lawrence and Adirondack.....	32-82			13-30		8-80	54-92	
77	St. Martins.....	30-00						30-00	
78	Sydney and Louisburg (Dominion Coal Co.).....	39-17	27-34	1-09	1-20			68-80	
79	Temiscouata.....	113-00					.25	113-25	
80	Temiskaming and Northern Ontario.....	252-80	77-98					330-78	
81	Thousand Islands.....	6-08	.25					6-33	
82	Toronto, Hamilton and Buffalo.....	79-88	.27				4-36	84-51	
83	Vancouver Copper Co's Railway (†).....	12-00						12-00	
84	Vancouver, Victoria and Eastern.....	236-08					1-48	237-56	
85	Victoria and Sidney.....	15-97						15-97	
86	Victoria Terminal Railway and Ferry Co.....	.99						.99	
87	Wellington Colliery Co.....	10-75						10-75	
88	York and Carleton.....	10-50						10-50	
	Final totals.....	15,439-33	7,933-05	3,082-77	2,050-61	797-77	520-03	29,823-56	

† Not in operation.



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TABLE 2.—SUMMARY of Mileage Operated for the Year

Number.	YARD TRACK AND SIDINGS.									
	32	43	44	45	46	47	48	49	51	52
	Number of Railway.									
Number.	Line represented by Capital Stock	Line of Proprietary Companies.				Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	Rails.	
		Main line.	Branches and spurs.						Iron.	Steel.
1	Algoma Central & Hudson Bay	12.44	5.95	18.36				36.75		36.75
2	Algoma Eastern	2.34	.34					2.68		2.68
3	Atlantic, Quebec & Western									
4	Bay of Quinté	11.39	4.00					15.39		15.39
5	Bedlington & Nelson	.27						.27		.27
6	Bessemer & Barry's Bay (†)									
7	Brandon, Sask., & Hudson Bay	10.34						10.34		10.34
8	British Yukon									
9	Brockville, Westport & North Western	2.00						2.00		2.00
10	Bruce Mines & Algoma (†)									
11	Canada & Gulf Terminal									
12	Canada Southern	178.25	45.84					224.09		224.09
	Canadian Govt. Railways:—									
13	Intercolonial	401.24						401.24		401.24
14	Prince Edward Island	11.40	9.85					21.25	.40	20.85
15	Canadian Northern	153.94	360.33	9.30	47.04			570.61		570.61
16	Canadian Northern Ontario	38.55	10.36					48.91		48.91
17	Canadian Northern Quebec	27.52	8.12				5.27	40.91		35.64
18	Canadian Pacific	3,213.20						3,213.20		3,213.20
19	Carillon & Grenville (†)									
20	Carraquet	3.55						3.55		3.55
21	Cape Breton									
22	Central Ontario	15.50			.50			16.00		16.00
23	Crows Nest Southern	13.42						13.42		13.42
24	Cumberland Ry. & Coal Co.	16.00						16.00		16.00
25	Dominion Atlantic	15.17	14.00		6.93			36.10	8.78	27.32
26	Eastern B.C.									
27	Elgin & Havelock									
28	Essex Terminal									
29	Esquimalt & Nanaimo	35.40						35.40		35.40
30	Grand Trunk	1,224.43						1,224.43		1,224.43
31	Grand Trunk (Can. Atlantic)	107.64			5.29			112.93		112.93
32	Grand Trunk Pacific	236.56				87.40	13.88	337.84		323.96
33	Halifax & South Western	12.31	10.48					22.79		22.79
34	Hereford									
35	International of N.B.	6.50						6.50		6.50
36	Inverness Ry. & Coal Co.	8.20						8.20		8.20
37	Irondale, Baneroff & Ottawa	1.00						1.00		1.00
38	Kent Northern									
39	Kettle Valley	1.49						1.49		1.49
	Kingston & Pembroke (Can. Pac. Ry.)									
40	Klondike Mines	2.00						2.00		2.00
41	Lake Erie & Detroit River (Père Marquette)	69.09					23.03	92.12		69.09
42	London & Port Stanley	10.13						10.13		10.13
43	Lotbinière & Megantic	3.00						3.00		3.00
44	Maganetawan River									
45	Manitoba Great Northern	8.99						8.99		8.99
46	Maritime Coal Ry. & Power Co		3.00					3.00		3.00
47	Massawippi Valley	10.55						10.55		10.55
48	Midland of Manitoba	8.78						8.78		8.78
49	Montreal & Atlantic	38.70						38.70		38.70
50	Montreal & Province Line	2.50						2.50		2.50
51	Montreal & Vermont Junction	2.00						2.00		2.00
52	Moncton & Buctouche	2.00						2.00		2.00

(†) Not in operation.

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ending June 30, 1913.—All Tracks—Continued.

53		54		55		56		57		58		59		61		62		
TOTAL MILEAGE OPERATED—ALL TRACKS.																		
Line represented by Capital Stock.		Line of proprietary companies.		Line operated under lease.		Line operated under contract, etc.		Line operated under trackage rights.		Total mileage operated.		Rails.		Iron.		Steel.		Number
Main line.	Branches and spurs.																	
127-48	26-68	18-36								172-52			172-52					1
29-84	3-54								3-25	36-63			33-38					2
102-75								1-75		104-50			104-50					3
86-70	14-60								19-00	120-30			101-30					4
12-31									8-67	20-98			12-31					5
5-00										5-00			5-00					6
79-79										79-79			79-79					7
85-80	15-32									101-12			101-12					8
47-00										47-00			47-00					9
17-28										17-28			17-28					10
35-80										35-80			35-80					11
630-61	216-56								18-53	865-70			847-17					12
1,853-22	37-18								77-90	1,968-30			1,890-40					13
162-30	138-18									300-48			300-48					14
1,294-44	3,232-32	57-38	402-72	254-40						5,241-26			5,241-26					15
496-05	53-01								3-80	552-86			549-06					16
271-87	136-02								63-87	471-76			407-89					17
6,874-20	3,971-60	3,033-60	1,709-60	102-60					93-90	15,785-50			15,691-60					18
13-00										13-00			13-00					19
71-55			16-78							88-33			88-33					20
31-00										31-00			31-00					21
148-43	7-20		10-10							165-73			165-73					22
87-60										87-60			87-60					23
48-00										48-00			48-00					24
185-95	91-42		38-40						14-42	330-19			304-15		11-62			25
14-00	2-00									16-00			16-00					26
28-00										28-00			28-00					27
8-50	1-50									10-00			10-00					28
169-40	18-00									187-49			187-40					29
4,873-85								161-30	13-94	5,049-09			5,035-15					30
504-93			65-14							570-07			570-07					31
1,354-96	12-47							367-20	20-08	1,754-71			1,734-63					32
258-91	142-34								2-30	403-55			401-25					33
52-18										52-18			52-18					34
118-50										118-50			118-50					35
69-11										69-11			69-11					36
52-00										52-00			52-00					37
27-00										27-00			27-00					38
23-69										23-69			23-69					39
33-81										33-81			33-81					40
267-90									296-38	564-28			267-90					41
33-79										34-21			33-79					42
33-00										33-00			33-00					43
1-91										1-91			1-91					44
100-76										99			100-76					45
12-00	6-00									18-00			18-00					46
46-01										48-96			16-01					47
15-18									69-02	84-20			15-18					48
148-10			60-50							208-60			208-60					49
52-50	8-60									61-10			61-10					50
25-60										25-60			25-60					51
34-00										34-00			34-00					52

TABLE 2.—SUMMARY of Mileage Operated for the Year

Number.	32		43	44	45	46	47	48	49	51	52
	YARD TRACK AND SIDINGS.										
	Name of Railway.	Line represented by Capital Stock		Branches and spurs.	Line of Proprietary Companies	Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	Rails.		
		Main line.							Iron.	Steel.	
53	Morrissey, Fernie & Michel.....										
54	Maine Central.....										
55	Napierville Junction.....	3-36						3-36			3-36
56	Nelson & Fort Sheppard.....	2-84						2-84			2-84
57	New Brunswick Coal & Ry. Co.....										
58	New Brunswick & Prince Edward Island.....	2-00	1-50					3-50			3-50
59	New Westminster Southern.....	1-12						1-12			1-12
60	North Shore.....	1-37						1-37			1-37
61	Nosbonsing & Nipissing.....										
62	Ottawa & New York.....										
63	Phillipsburg Ry. & Quarry Co.....										
64	Pontiac & Renfrew.....										
65	Quebec Central.....										
66	Quebec Oriental.....										
67	Quebec Ry. Light & Power Co.....		6-93					6-93			6-93
68	Quebec & Lake St. John.....	37-50	3-85					41-35			41-35
69	Quebec, Montreal & Southern.....	23-15	3-09					26-24			26-24
70	Red Mountain.....	3-43						3-43			3-43
71	Rutland & Noyan.....	.77						.77			.77
72	Salisbury & Albert.....	5-00						5-00	3-00		2-00
73	Schomberg & Aurora.....										
74	Stanstead, Shefford & Chambly.....	3-43						3-43			3-43
75	St. Clair Tunnel.....										
76	St. Lawrence & Adirondack.....	5-96				4-32		10-28			10-28
77	St. Martins.....										
78	Sydney & Louisburg (Dom. Coal Co.).....		52-79					52-79			52-79
79	Temiscouata.....	5-86	2-74					8-60			8-60
80	Temiskaming & Northern Ontario.....	84-49	10-22					94-71			94-71
81	Thousand Islands.....	1-00						1-00			1-00
82	Toronto, Hamilton & Buffalo.....	56-46						56-46			56-46
83	Vancouver Copper Co.'s Ry.....										
84	Vancouver, Victoria & Eastern.....	44-90						44-90			44-90
85	Victoria & Sidney.....	1-61						1-61			1-61
86	Victoria Terminal Ry & Ferry Co.....	.31						.31			.31
87	Wellington Colliery Co.....										
88	York & Carleton.....										
	Final total.....	6,202-26	553-39	27-66	64-08	87-40	42-18	6,976-97	12-18		6,922-61



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ending June 30, 1913.—All Tracks—*Continued.*

53		54		55		56		57		58		59		61		62	
TOTAL MILEAGE OPERATED—ALL TRACKS.																	
Line represented by Capital Stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Rails.		Number.								
Main line.	Branches and spurs.						Iron.	Steel.									
5-82			5-03			10-85			10-85	53							
5-10						5-10			5-10	54							
30-42						30-42			30-42	55							
58-26					5-42	63-68			58-26	56							
58-00						58-00			58-00	57							
38-00	1-50					39-50			39-50	58							
24-85					1-48	26-33			24-85	59							
7-50	2-50					10-00			10-00	60							
5-50						5-50			5-50	61							
56-90					1-94	58-84			56-90	62							
6-00						6-00			6-00	63							
4-25						4-25			4-25	64							
138-00	115-00				5-00	258-00			253-00	65							
100-00						100-00			100-00	66							
39-50	13-93			3-32		56-75			56-75	67							
264-50	63-25					327-75			327-75	68							
215-06	3-09					218-15			218-15	69							
13-02						13-02			13-02	70							
4-16						4-16			4-16	71							
50-00						50-00	3-00		47-00	72							
14-40						14-40			14-40	73							
46-43						46-43			46-43	74							
1-13						1-13			1-13	75							
38-78			17-62		8-80	65-20			56-40	76							
30-00						30-00			30-00	77							
39-17	80-13	1-09	1-20			121-59			121-59	78							
118-86	2-74					121-85			121-60	79							
337-29	88-20					425-49			425-49	80							
7-08	25					7-33			7-33	81							
140-23	54				4-74	145-51			140-77	82							
12-00						12-00			12-00	83							
280-98					1-48	282-46			280-98	84							
17-58						17-58			17-58	85							
1-30						1-30			1-30	86							
10-75						10-75			10-75	87							
10-50						10-50			10-50	88							
23,388-88	8,505-67	3,110-43	2,327-09	890-57	738-53	38,961-17	15-02		38,207-62								

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1913.

## NOVA SCOTIA.

Number.	Name of Railway.	Mileage owned in NOVA SCOTIA, on June 30.		Increase.	Decrease.
		1913.	1912.		
1	Canadian Government Railway—Intercolonial.....	494-13	494-13		
2	Cape Breton.....	31-00	31-00		
3	Cumberland Railway & Coal Co.....	32-00	32-00		
4	Dominion Atlantic, and.....	248-20	247-54		.66
5	Windsor Branch of Intercolonial.....	31-47	31-47		
6	Halifax & South Western.....	378-46	378-32		.14
7	Inverness Railway & Coal Co.....	60-91	60-91		
8	Maritime Coal, Railway & Power Co.....	15-00	15-00		
9	Sydney & Louis-burg (Dominion Coal Co.).....	68-80	67-11		1-69
	Total.....	1,359-97	1,357-48		2-49

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1913—Continued.

## PRINCE EDWARD ISLAND.

Number.	Name of Railway.	Mileage owned in PRINCE EDWARD ISLAND, on June 30.		Increase.	Decrease.
		1913.	1912.		
1	Canadian Government Railway—Prince Edward Island.....	279-23	269-33	9-90	
	Total.....	279-23	269-33	9-90	

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TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1913—*Continued.*

## NEW BRUNSWICK.

Number.	Name of Railway.	Mileage owned in NEW BRUNSWICK, on June 30.		Increase.	Decrease.
		1913.	1912.		
1	Canadian Government Railway—Intercolonial.....	504-26	504-69		-43
2	Canadian Pacific.....	519-40	519-40		
3	Caracquet, and.....	68-00	68-00		
4	Gulf Shore.....	16-78	16-78		
5	Elgin & Havelock.....	28-00	28-00		
6	International of New Brunswick.....	112-00	112-00		
7	Kent Northern.....	27-00	27-00		
8	Moneton & Buctouche.....	32-00	32-00		
9	New Brunswick Coal & Railway Co.....	58-00	58-00		
10	New Brunswick & Prince Edward Island.....	36-00	36-00		
11	North Shore.....	8-63	8-63		
12	Maine Central (formerly Princeton Branch).....	5-10	5-10		
13	Salisbury & Albert.....	45-00	45-00		
14	St. Martins.....	30-00	30-00		
15	Temiscouata.....	44-00	44-00		
16	York & Carleton.....	10-50	10-50		
	Total.....	1,544-67	1,545-10		-43

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1913—*Continued.*

## QUEBEC.

Number.	Name of Railway.	Mileage owned in QUEBEC, on June 30.		Increase.	Decrease.
		1913.	1912.		
1	Atlantic, Quebec & Western.....	104-50	52-25	52-25	
2	Canadian Government Railway—Intercolonial.....	464-07	464-07		
3	Canadian Pacific.....	1,063-90	1,063-00	-90	
4	Canadian Northern Quebec.....	371-02	369-27	1-75	
5	Canada & Gulf Terminal.....	35-80		35-80	
6	Carillon & Grenville.....	13-00	13-00		
7	Grand Trunk.....	437-92	437-92		
8	Grand Trunk (Canada Atlantic).....	66-38	66-38		
9	Herford.....	52-18	52-18		
10	Lotbinière & Megantic.....	30-00	30-00		
11	Massawippi Valley.....	35-46	35-46		
12	Montreal & Atlantic.....	163-40	163-40		
13	Montreal & Province Line.....	58-60	58-60		
14	Montreal & Vermont Junction.....	23-60	23-60		
15	Napierville Junction.....	27-06	27-06		
16	Phillipsburg Railway & Quarry Co.....	6-00	6-00		
17	Quebec Central.....	253-00	253-00		
18	Quebec Oriental.....	100-00	100-00		
19	Quebec & Lake St. John.....	286-40	286-50		-10
20	Quebec Railway, Light & Power Co.....	40-32	27-50	12-82	
21	Quebec, Montreal & Southern.....	191-91	191-91		
22	Rutland & Noyan.....	3-39	3-39		
23	Stanstead, Shefford & Chambly.....	43-00	43-00		
24	St. Lawrence & Adirondack.....	46-12	46-12		
25	Temiscouata.....	69-00	69-00		
	Total.....	3,986-03	3,882-61	103-52	-10

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TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1913—*Continued.*

## ONTARIO.

Number.	Name of Railway.	Mileage owned in ONTARIO, on June 30.		Increase.	Decrease.
		1913.	1912.		
1	Algoma Central & Hudson Bay.....	135.77	134.38	1.39	
2	Algoma Eastern.....	30.70	22.70	8.00	
3	Bay of Quinté.....	86.00	89.39		3.39
4	Bessemer & Barry's Bay.....	5.00	5.00		
5	Brockville, Westport & North Western (C.N.R.)....	45.00	45.00		
6	Bruce Mines & Algoma.....	17.28	17.28		
7	Canada Southern.....	380.04	380.04		
8	Canadian Northern.....	354.70	401.10		*46.40
9	Canadian Northern Ontario.....	500.15	492.35	7.80	
10	Canadian Pacific.....	3,081.50	2,886.60	194.90	
11	Central Ontario, and,	140.13	140.13		
12	Marmora Railway & Mining Co.....	9.60	9.60		
13	Essex Terminal.....	10.00	10.00		
14	Grand Trunk.....	2,665.99	2,665.99		
15	Grand Trunk (Canada Atlantic).....	389.88	389.88		
16	Grand Trunk Pacific.....	373.20		373.20	
17	Irondale, Baneroff & Ottawa.....	51.00	51.00		
18	Kingston & Pembroke, now in Can. Pac. Rly.....		109.80		†109.80
19	Lake Erie & Detroit River (Père Marquette), and,...	198.81	198.81		
20	London & Port Stanley.....	23.66	23.66		
21	Maganetawan River.....	1.91	1.91		
22	Nosbonsing & Nipissing.....	5.50	5.50		
23	Ottawa & New York.....	56.90	56.90		
24	Pontiac & Renfrew.....	4.25	4.25		
25	Schomberg & Aurora.....	14.40	14.40		
26	St. Clair Tunnel.....	1.13	1.13		
27	Temiskaming & Northern Ontario (Ont. Govt. Rly.)	330.78	302.28	28.50	
28	Thousand Islands.....	6.33	6.33		
29	Toronto, Hamilton & Buffalo.....	80.15	80.15		
	Total.....	8,999.76	8,545.56	613.79	159.59

\*Formerly in Keewatin Ter., now transferred to Manitoba. †Inc. in Can. Pac. Rly.

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TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1913—*Continued.*

## MANITOBA.

Number.	Name of Railway.	Mileage owned in MANITOBA, on June 30.		Increase.	Decrease.
		1913.	1912.		
1	Brandon, Saskatchewan and Hudson Bay.....	69·45	69·45		
2	Canadian Northern.....	1,903·75	1,758·25	145·50	
3	Canadian Pacific.....	1,620·70	1,594·90	25·80	
4	Grand Trunk Pacific.....	301·21		301·21	
5	Midland of Manitoba.....	6·40	6·05		·35
6	Manitoba Great Northern.....	91·77	91·77		
	Total.....	3,993·28	3,520·42	472·86	

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1913—*Continued.*

## SASKATCHEWAN.

Number.	Name of Railway.	Mileage owned in SASKATCHEWAN, on June 30.		Increase.	Decrease.
		1913.	1912.		
1	Canadian Northern.....	1,881·56	1,718·75	162·81	
2	Canadian Pacific.....	2,354·60	2,035·10	319·50	
3	Grand Trunk Pacific.....	414·80		414·80	
	Total.....	4,650·96	3,753·85	897·11	

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TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1913—*Concluded.*

## ALBERTA.

Number.	Name of Railway.	Mileage owned in ALBERTA, on June 30.		Increase.	Decrease.
		1913.	1912.		
1	Alberta Rly. & Irrigation Co. (now Can. Pac. Rly.)		111.82		*111.82
2	Canadian Northern	482.56	394.82	87.74	
3	Canadian Pacific	1,423.10	1,390.00	33.10	
4	Grand Trunk Pacific	306.56		306.56	
	Total	2,212.22	1,896.64	427.40	111.82

## BRITISH COLUMBIA.

Number.	Name of Railway.	Mileage owned in BRITISH COLUMBIA, on June 30.		Increase.	Decrease.
		1913.	1912.		
1	Bedlington & Nelson	12.04	15.30		3.26
2	British Yukon	31.22	31.22		
3	Canadian Pacific	1,267.90	1,223.40	44.50	
4	Crows Nest Southern	74.18	74.18		
5	Eastern B. C.	16.00	16.00		
6	Esquimalt & Nanaimo	152.00	78.00	74.00	
7	Kaslo & Slocan (C.P.R.)		23.37		23.37
8	Kettle Valley	22.20	22.20		
9	Morrissey, Fernie & Michel	10.85	10.85		
10	Nelson & Fort Sheppard	55.42	55.42		
11	New Westminster Southern	23.73	23.73		
12	Red Mountain	9.59	9.59		
13	Vancouver Copper Co.'s Railway	12.00	12.00		
14	Vancouver, Victoria & Eastern	236.08	231.56	4.52	
15	Victoria & Sidney	15.97	15.97		
16	Victoria Terminal Railway & Ferry Co.	.99	.99		
17	Wellington Colliery Co.'s Railway	10.75	10.75		
	Total	1,950.92	1,854.53	123.02	26.63

\*This apparent decrease is due to the mileage of the Alberta Railway & Irrigation Co. (111.82) being included in the figures of the Canadian Pacific, and therefore duplicated.

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## YUKON TERRITORY.

Number.	Name of Railway.	Mileage owned in YUKON TERRITORY, on June 30.		Increase.	Decrease.
		1913.	1912.		
1	British Yukon.....	69.90	69.90		
2	Klondike Mines.....	31.81	31.81		
	Total.....	101.71	101.71		

## UNITED STATES.

Number.	Name of Railway.	Mileage owned in UNITED STATES, on June 30.		Increase.	Decrease.
		1913.	1912.		
1	Canadian Pacific.....	176.70	176.70		
2	Canadian Northern.....	48.08	48.08		
	Total.....	224.78	224.78		

*Note.*—The foregoing mileage applies to Canadian lines which, in passing between two points in Canada, cross the United States territory. Since such lines are operated wholly for the purposes of Canadian traffic, or practically so, the mileage is, statistically, regarded as being in Canada.

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TABLE 4.—AMOUNT of Railway Capital at the

Number	Name of Railway.	STOCKS.			FUNDED	
		Amount Out- standing.	Amount per Mile of Line.	Proportion to Total Railway Capital	Amount Out- standing. Cols. 8+9+10+11	Amount per Mile of Line.
				Col. 12.		
		\$	\$	p.c.	\$	\$
1	Algoma Central & Hudson Bay.....	10,000,000	73,654	48-17	10,758,000	79,237
2	Algoma Eastern (†).....	2,800,000	31,083	51-10	2,680,000	29,751
3	Bay of Quinté.....	1,395,000	14,940	62-70	830,000	8,888
4	Bedlington & Nelson.....	1,000,000	83,056	100-00		
5	Brandon, Sask. & Hudson Bay.....	2,150,000	30,958	100-00		
6	British Yukon.....	2,954,119	29,016	58-92	2,044,760	20,221
7	Canada and Gulf Terminal.....	600,000	16,760	45-00	740,000	20,670
8	Canada Southern.....	15,600,000	39,470	39-86	22,630,000	59,546
9	Can. Govt. Rlys—Interoceanic.....					
10	Prince Edward Island.....					
11	Canadian Northern.....	77,600,000	18,963	33-73	151,264,154	57,252
12	Canadian Northern Ontario.....	10,000,000	19,986	44-80	12,311,000	24,614
13	Canadian Northern Quebec.....	9,550,000	23,740	52-26	8,725,511	23,517
14	Can. Pacific.....	437,588,554	44,163	96-12	17,687,520	1,785
15	Cape Breton.....	1,000,000	32,258	100-00		
16	Caraguet.....	1,250,000	18,382	71-40	500,000	7,353
17	Central Ontario, including.....	3,331,000	23,771	76-96	1,000,000	7,136
18	Marmora Railway & Mining Co.....	115,421	11,542	53-11	100,000	10,000
19	Crows Nest Southern.....	4,150,000	56,349	100-00		
20	Cumberland Railway & Coal Co.....					
21	Dominion Atlantic.....	2,433,333	9,804	29-46	5,826,373	23,474
22	Eastern British Columbia.....	420,000	30,000	100-00		
23	Elgin & Havelock.....	44,900	1,603	47-30	50,000	1,786
24	Essex Terminal.....	500,000	30,000	45-45	360,000	36,000
25	Grand Trunk.....	233,869,955	79,114	59-08	162,637,672	54,815
26	Buffalo & Lake Huron.....	2,665,632	14,967	39-48	4,279,456	22,942
27	Grand Trunk—Canada Atlantic.....	7,200,000	18,163	31-03	16,000,092	40,362
29	Central Counties.....	500,000	12,990	56-81	380,000	9,873
30	Pembroke Southern.....	178,000	8,334	54-27	150,000	7,022
31	Grand Trunk Pacific.....	24,942,000		17-00	121,967,114	
32	Grand Trunk Pacific Branch Lines Grand Trunk Pacific Saskatchewan.....	1,000,000			13,469,004	
33	Halifax & South Western.....	1,000,000	2,704	18-72	4,341,954	11,741
34	Hereford.....	860,000	15,137	50-00	800,000	15,137
35	International of New Brunswick.....	1,320,000	12,000	59-55	896,000	8,600
36	Inverness Railway & Coal Co.....	*				
37	Irondale, Bancroft & Ottawa.....	53,500	1,049	10-62	450,000	8,823
38	Kent Northern.....	75,000	2,777	69-50	32,000	1,185
39	Kettle Valley.....	375,000	16,892	46-01	440,000	19,820
40	Klondike Mines.....	1,375,000	44,355	100-00		
41	Lake Erie & Detroit River, and.....	1,400,000	7,042	31-81	3,000,000	15,090
42	London & Pt. Stanley.....	537,158	22,382	28-40	1,332,854	56,409
43	Lotbinière & Megantic.....	50,000	1,666	100-00		
44	Magalloway River.....	30,000	15,706	100-00		
45	Manitoba (C.N.R.).....	1,432,200	4,086	20-43	5,576,800	15,911
46	Manitoba Gt. Northern.....	2,041,000	22,241	100-00		
47	Massawippi Valley.....	800,000	22,560	100-00		
48	Montreal & Atlantic, and.....	3,200,000	31,098	71-34	1,065,000	10,350
49	Lake Champlain & St. Lawrence Jet	600,000	9,917	61-35	378,000	6,248
50	Montreal & Province Line.....	1,000,000	17,064	83-33	200,000	4,926
51	Montreal & Vermont Junction.....	1,000,000	42,373	100-00		
52	Moncton & Buctouche.....	250,000	7,812	80-65	60,000	1,875
53	Midland of Manitoba.....	4,300,000	671,875	100-00		
54	Morrissey, Fernie & Michel.....	1,263,000	217,010	98-70	16,507	2,836
55	Maine Central.....	86,950	17,049	50-00	86,950	17,049

(†) Capital represents 58 miles, under construction, additional.

\* Includes \$163,257,224 Consolidated Debenture Stock of Can. Pac. Rly., hitherto classified as Funded Debt—(See explanation in Introduction).



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Close of the Year ending June 30, 1913.

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100 x Col. 5.	Bonds.	Mis- cellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	Number.
Col. 12.							
p. c.	\$	\$	\$	\$	\$	\$	
51.83	10,080,000			678,000	20,758,000	152,891	1
48.90	2,500,000			180,000	5,480,000	60,834	2
37.30	830,000				2,225,000	23,828	3
					1,000,000	83,056	4
					2,150,000	58,958	5
41.08	2,044,760				4,978,879	49,237	6
55.00	740,000				1,340,000	37,430	7
60.14	22,650,000				37,630,000	99,016	8
							9
							10
66.27	101,098,541	5,664,115	25,000,000	19,501,500	228,264,154	56,215	11
55.20	12,311,000				22,311,000	44,600	12
47.74	8,725,511				18,275,511	49,257	13
3.88	16,807,520			880,000	455,276,034	45,948	14
					1,000,000	32,258	15
28.60	500,000				1,750,000	25,735	16
23.01	1,000,000				4,331,000	30,907	17
46.89	100,000				215,421	21,542	18
					4,180,000	56,349	19
					†		20
70.54	5,826,373				8,259,706	33,278	21
					420,000	30,000	22
52.70	50,000				94,900	3,289	23
54.55	560,000				660,000	66,000	24
40.92	162,037,672				395,907,627	133,929	25
60.52	4,279,456				6,885,088	37,909	26
68.97	16,000,092				23,200,092	58,525	27
43.19	380,000				50,000	22,863	29
45.73	150,000				328,000	15,356	30
83.00	121,967,114				146,909,114		31
	13,469,004				14,469,004		32
							33
81.28	4,341,954				5,341,954	14,445	33
50.00	800,000				1,600,000	30,274	34
40.44	896,000				2,216,000	20,000	35
					*		36
89.38	450,000				503,500	9,872	37
30.50	32,000				107,000	3,962	38
53.99	440,000				815,000	36,712	39
					1,375,000	44,355	40
68.19	3,000,000				4,400,000	22,132	41
71.60	1,332,854				1,870,012	78,791	42
					50,000	1,666	43
					50,000	15,706	44
79.57	5,576,800				7,009,000	19,997	45
					2,041,000	22,241	46
					800,000	22,560	47
28.66	1,065,000				4,265,000	41,448	48
38.65	378,000				978,000	16,165	49
16.67	200,000				1,200,000	21,990	50
					1,000,000	42,373	51
19.35	60,000				310,000	9,687	52
					4,300,000	671,875	53
1.30	16,507				1,279,507	219,846	54
50.00	86,950				173,900	34,098	55

†General capital of Dominion Coal Co.

\*General capital of the whole Company.

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TABLE 4.—AMOUNT of Railway Capital at the

Number.	Name of Railway.	STOCKS.			FUNDED	
		Amount Out- standing.	Amount per Mile of Line.	Proportion to Total Railway Capital 100 x Col. 2. Col. 12.	Amount Out- standing. Cols. 8+9+10+11	Amount per Mile of Line.
		\$	\$	p.c.	\$	\$
56	Napierville Junction.....	600,000	22,173	100-00		
57	Nelson & Fort Sheppard.....	2,816,800	50,826	100-00		
58	New Brunswick Coal & Rly. Co.....	†				
59	New Brunswick & P. E. Island.....	214,850	5,968	69-10	96,000	2,666
60	New Westminster Southern.....	600,000	25,284	100-00		
61	North Shore (N.B.).....	98,000	11,355	73-68	35,000	4,056
62	Ottawa and New York.....	1,600,000	17,575	38-46	1,600,000	28,119
63	Père Marquette (Canada).....				5,870,000	29,500
64	Phillipsburg Railway & Quarry Co.....	124,500	20,750	75-70	40,000	6,666
65	Qu'Appelle, Long Lake & Saskat- chewan (C.N.R.).....	201,000	787	3-00	5,051,463	19,770
66	Quebec Central.....	3,381,603	15,233	35-17	6,233,406	28,079
67	Quebec Oriental.....	117,000	1,170	5-59	1,975,844	19,758
68	Quebec & Lake St. John.....	4,524,000	15,796	49-00	4,590,566	16,028
69	Quebec, Montreal & Southern.....	1,000,000	5,211	100-00		
70	Red Mountain.....	412,600	43,024	100-00		
71	Rutland & Noyan.....	100,000	29,499	50-00	100,000	29,499
72	Salisbury & Albert.....	150,000	3,333	100-00		
73	Schomberg & Aurora.....	250,000	17,361	45-90	300,000	20,000
74	Stanstead, Shefford & Chambly.....	608,750	14,157	79-60	155,865	3,625
75	St. Clair Tunnel and approaches.....	350,000		12-28	2,500,000	
76	St. Martins.....	99,000	3,300	52-38	90,000	3,000
77	St. Lawrence & Adirondack.....	1,230,655	37,497	57-37	914,418	27,862
78	Sydney & Louisburg (Dom. Coal Co.)	*				
79	Temi-kaming & Northern Ontario...	†				
80	Temiscouata.....	1,000,000	8,849	24-41	3,099,669	27,401
81	Thousand Islands.....	60,000	8,185	51-85	58,000	7,913
82	Toronto, Hamilton & Buffalo.....	3,500,000	42,866	37-71	5,780,000	70,789
83	Vancouver, Victoria & Eastern.....	19,050,000	80,693	100-00		
84	Victoria & Sidney.....	103,000	6,450	27-00	300,000	18,735
85	Victoria Terminal Railway & Ferry Co.....	250	252	100-00		
86	Wellington Colliery Co.'s Railway....	590,000	46,511	100-00		
87	York & Carleton.....	105,000	10,000	100-00		
	Total.....	918,573,740			613,256,952	

† Owned and operated by New Brunswick Government.

\* General capital of the Dominion Coal Co.

† Owned by the Ontario Government.

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Close of the Year ending June 30, 1913.— *Concluded.*

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100 x Col. 5.	Bonds.	Mis- cellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	Number.
Col. 12.							
p. c.	\$	\$	\$	\$	\$	\$	
					600,000	22,173	56
					2,816,800	50,826	57
							58
30-90	96,000				310,850	8,634	59
					600,000	25,284	60
26-32	35,000				133,000	15,411	61
61-54	1,325,000		275,000		2,600,000	45,694	62
100-00	5,870,000				5,870,000	29,500	63
24-30	40,000				164,500	27,416	64
97-00	5,051,463				5,252,463	20,557	65
64-83	4,588,475		1,644,933		9,615,009	43,312	66
94-41	1,948,000	27,844			2,092,844	20,928	67
51-00	4,590,566				9,114,566	31,824	68
					1,000,000	5,211	69
					412,600	43,024	70
50-00	100,000				200,000	58,998	71
					150,000	3,333	72
54-10	300,000				550,000	37,361	73
20-40	155,865				764,615	17,782	74
87-72	2,500,000				2,850,000		75
47-62	90,000				189,000	6,300	76
42-63	914,418				2,145,073	65,359	77
							78
							79
75-59	3,099,669				4,099,669	36,250	80
48-15	58,000				118,000	16,098	81
62-29	4,280,000			1,500,000	9,280,000	113,655	82
					19,050,000	80,693	83
73-00	300,000				403,000	25,235	84
						250	85
					500,000	46,511	86
					105,000	10,000	87
	557,905,562	5,691,957	26,919,933	22,739,500	1,531,830,692		4

TABLE 5.—STATEMENT of Aid, granted and paid to Railways

Number.	Name of Railway.	BY DOMINION GOVERNMENT.			BY PROVINCIAL	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Subsidy Granted.
		\$    cts.	\$    cts.	\$    cts.		\$    cts.
1	Albert Southern (aband- Harvey Branch joined).	50,460 00	50,460 00		New Brunswick	18,680 00
2	Alberta Ry. & Irrigation Co. (C.P.R.)	5,553 57	5,553 57		"	9,060 00
3	Algoma Central & Hudson Bay	148,094 00	148,094 00			
4	Algoma Eastern	2,054,976 00	1,453,419 44		Ontario	201,580 00
5	Atlantic, Quebec & Western	547,200 00	365,649 13		"	265,000 00
6	Bay of Quinté	902,800 00	902,800 00			
7	Bedlington & Nelson. (nil)	350,455 25	350,455 25		"	84,000 00
8	Brandon, Sask. & Hudson Bay. (nil)					
9	British Yukon. (nil)					
10	Brockville, Westport and Western	140,800 00	140,800 00		Ontario	
11	Bruce Mines & Algoma	53,920 00	53,920 00		"	50,918 00
12	Canada & Gulf Terminal	210,053 59	210,053 59		Quebec	
13	Canada Southern, including Sarnia, Chatham & Erie.				Ontario	
14	Leamington & St. Clair	51,200 00	51,200 00		"	147,859 00
15	Can. Gov't Railways— Intercolonial, including Canada Eastern	374,839 84	374,839 84			
16	Drummond County	423,936 00	423,936 00		Quebec	
17	Fredericton & St. Marys	30,000 00	30,000 00			
18	Nova Scotia Steel & Coal Co.'s Ry.	40,000 00	39,840 00		Nova Scotia	40,000 00
19	Prince Edward Island					
20	Can. Northern, including Winnipeg Great Northern	374,696 00	374,696 00			
21	Port Arthur, Duluth & Western	271,200 00	271,200 00		Ontario	255,571 00
22	Ontario & Rainy River	1,534,526 00	1,534,526 00		"	1,072,809 00
23	Manitoba				Manitoba	641,575 25
24	Edmonton, Yukon and Pacific	160,000 00	91,200 00			
25	Can. Northern Ontario	2,255,872 00	2,240,832 00		Ontario	(a)
26	Can. Northern Quebec	2,020,616 89	2,020,616 89		Quebec	1,194,129 46
27	Can. Northern Alberta	2,589,600 00	2,589,600 00			
28	Can. Northern Pacific	4,349,930 40	4,349,930 40			
29	Canadian Pacific	30,053,283 00	29,944,660 43		Manitoba	375,377 50
30	Owned—Can. Central	(a) 10,189,521 00	(a) 10,189,521 00		Brit. Columbia	37,500 00
31	Lake Temiskaming	1,525,250 00	1,525,250 00		Ontario	1,479,099 00
32	Colonization	310,335 95	310,335 95		Quebec	350,076 82
33	North Shore	1,500,000 00	1,500,000 00			
34	Montreal & Western	361,270 00	361,270 00		Quebec	472,500 00
35	Quebec, Montreal, Ot- tawa & Occidental				"	727,000 00
36	Leased—Atlantic & N'th West	3,888,800 00	3,888,800 00		"	711,122 02
37	Cap de la Madeleine	7,424 00	7,424 00			
38	Columbia & Kootenay	88,800 00	88,800 00			
39	Credit Valley				Ontario	531,000 00
40	Fredericton				New Brunswick	230,000 00
41	Guelph Junction	51,200 00	46,000 00		Ontario	
42	Guelph & Goderich				"	
43	Lindsay, Bobcaygeon & Pontypool	185,173 06	185,173 06		"	52,500 00
44	Manitoba & North West- ern				Manitoba	
45	Manitoba & South West Colonization				"	

(a) Ontario Government guarantee Bonds, 318 miles at \$20,000 per mile.

(a) Amount paid for 6,793,014 acres land relinquished by Company.

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by Governments and municipalities, to June 30, 1913.

GOVERNMENTS.			BY MUNICIPALITIES.			
Subsidy Paid up.	Loan.	Subscription to Shares.	Subsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
48,650 00						
9,090 00						
100,000 00						
250,000 00						
84,000 00			197,990 43	197,990 43		
59,918 00			116,000 00	116,000 00		
			500 00	590 00		
			20,600 00	20,600 00		
			322,500 00	322,500 00		
147,859 00						
			15,000 00	15,000 00		
43,000 00			4,000 00	4,000 00		
255,571 00			40,000 00	40,000 00		
1,072,800 00			50,000 00	50,000 00		
641,575 25						
(a)			20,000 00	20,000 00		
1,194,129 45			72,000 00	72,000 00		200,000 00
372,157 59			572,500 00	464,761 29		
37,500 00						
473,000 00						42,500 00
350,076 82						
472,500 00						
727,000 60	1,176,956 60		25,600 00	25,000 00	771,644 62	
609,192 08						325,000 00
531,000 00			1,085,000 00	1,085,000 00		
230,000 00			80,000 00	80,000 00		
			31,000 00	31,000 00		193,000 00
52,500 00			73,000 00	73,000 00		
			215,600 00	215,600 00		
	900,000 00					

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TABLE 5.—STATEMENT of Aid, granted and paid to Railways

Number.	Name of Railway.	BY DOMINION GOVERNMENT.			BY PROVINCIAL	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Subsidy Granted.
		\$ cts.	\$ cts.	\$ cts.		\$ cts.
49	Owned—Can. Central—Con. Montreal & Lake Mas- kinonge.....	41,280 00	41,280 00		Quebec.....	87,750 00
50	Montreal & Ottawa.....	192,000 00	192,000 00		Ontario.....	100,000 00
51	Nalusp & Slocan.....	121,600 00	117,760 00		Quebec.....	182,210 00
52	New Brunswick.....				Brit. Columbia.....	
53	New Brunswick and Canada.....				New Brunswick.....	76,000 00
54	New Brunswick South'n Nicola, Kamloops & Similkameen.....	300,800 00	300,800 00		".....	575,000 00
55	Northern Colonization Ontario & Quebec.....	355,200 00	355,200 00		".....	413,000 00
56	Orford Mountain.....	196,000 00	196,000 00		Quebec.....	96,000 00
57	Ottawa, Northern & Western.....	202,926 50	202,926 50		Ontario.....	138,884 92
58	Ottawa, Northern & Western.....	950,000 00	821,069 20		Quebec.....	50,000 00
59	Saskatchewan & West'n Shuswap & Okanagan.....	163,200 00	163,200 00		Manitoba.....	1,316,389 15
60	St. John Bridge & Ry. Extension.....			433,900 00	New Brunswick.....	5,181 81
61	St. John & Maine.....				".....	880,000 00
62	St. Lawrence & Ottawa St. Marys & Western Ont.....	67,709 00	67,709 00		".....	
63	St. Stephen & Milltown Tillsonburg, Lake Erie & Pacific.....	14,848 00	14,848 00		New Brunswick.....	13,920 00
64	Tobique Valley.....	158,871 48	117,431 48		Ontario.....	38,564 00
65	Toronto, Grey & Bruce Vancouver and Iqalu Island.....	134,016 00	134,016 00		New Brunswick.....	70,000 00
66	West Ontario Pacific.....	14,656 00	14,656 00		Ontario.....	375,282 00
67	West Ontario Pacific.....	61,760 00	61,760 00		".....	
68	Cape Breton.....	60,000 00	60,000 00		Ontario.....	
69	Caraquet.....	196,800 00	196,800 00		Nova Scotia.....	99,200 00
70	Carillon & Grenville..... (nil)	224,000 00	224,000 00		New Brunswick.....	180,000 00
71	Central Ontario, including, Marmora Ry. & Mining Co.....	204,893 49	204,893 49		Ontario.....	278,000 00
72	Colchester Coal & Ry. Co., Crows Nest Southern..... (nil)	30,720 00	30,720 00		".....	19,149 39
73	Cumberland Ry. & Coal Co.....	12,800 00	12,800 00		".....	
74	Dominion Atlantic, includ- ing—	44,800 00	39,850 00		Nova Scotia.....	184,450 00
75	Windor & Annapolis.....	1,193,369 00	1,193,369 00		".....	
76	Cornwallis Valley.....	44,800 00	44,800 00		Nova Scotia.....	44,800 00
77	Western Counties.....	500,000 00	500,000 00		".....	679,197 45
78	Midland of N.S.....	399,060 40	399,060 40		".....	185,600 00
79	Eastern Brit. Columbia (nil) Elgin & Havelock.....	(†) 82,652 82	(†) 82,652 82		New Brunswick.....	107,500 00
80	Esquimalt & Nanaimo (C.P.R.).....	1,115,440 00	1,115,440 00		".....	
81	Essex Terminal..... (nil)				".....	
82	*Fredericton & Grand Lake Grand Trunk, including.....	104,996 04	104,996 04	15,142,633 33	".....	68,000 00
83	Beauharnois Junction.....	62,400 00	62,400 00		Quebec.....	179,073 00
84	Brantford, Norfolk & Pt. Burwell.....				Ontario.....	
85	Buffalo & Lake Huron.....				".....	
86	Cobourg, Blairton & Mar- mora.....				".....	18,740 00
87	Grand Trunk, Victoria Bridge.....	500,000 00	500,000 00		".....	

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by Governments and Municipalities, to June 30, 1913.—Continued.

GOVERNMENTS.			BY MUNICIPALITIES.			
Subsidy Paid up.	Loan.	Subscript on to Shares.	Subsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.
\$    cts.	\$    cts.	\$    cts.	\$    cts.	\$    cts.	\$    cts.	\$    cts.
87,750 00						
100,000 00						
182,210 00			5,300 00	5,300 00		
	647,074 00					
76,000 00			23,000 00	23,000 00		
575,000 00			47,500 00	47,500 00		
413,000 00			3,000 00	3,000 00		
96,000 00						
			52,500 00	52,500 00		
138,884 92			3,000 00	3,000 00		
50,000 00			150,000 00	150,000 00		
1,192,672 58			101,000 00	100,000 00		
			10,000 00	10,000 00		
5,181 81						
880,000 00		300,000 00			300,000 00	60,000 00
						90,000 00
13,920 00			80,000 00	77,996 39		
38,561 00			75,000 00	75,000 00		
70,000 00						
375,282 00			988,600 00	969,561 44		
			25,000 00	25,000 00		
99,200 00			10,000 00	10,000 00		
180,000 00						
278,000 00			93,500 00	93,500 00		
19,149 39						
173,650 00						
44,800 00			27,685 00	27,685 00		
679,197 45			250,000 00	250,000 00		
183,510 40			36,000 00	36,000 00		
107,500 00			13,000 00	13,000 00		
179,073 00						
68,000 00			966,000 00	966,000 00		
18,740 00	26,000 00		113,000 00	113,000 00		

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TABLE 5.—STATEMENT of Aid, granted and paid to Railways

Number.	Name of Railway.	BY DOMINION GOVERNMENT.			BY PROVINCIAL	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Subsidy Granted.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
96	Grand Trunk— <i>Con.</i> Grand Trunk, Georgian Bay & Lake Erie.....				Ontario.....	336,000 00
97	Grand Junction, Belle- ville & N. Hastings.....	21,888 00	21,888 00		".....	224,660 00
98	Owen Sound Branch.....	39,744 00	39,744 00		".....	
99	Hamilton & North West- ern.....				Ontario.....	565,020 00
100	London, Huron & Bruce.....				".....	178,630 00
101	Midland, Ontario.....				".....	168,350 00
102	Montreal & Champlain Jct.....	103,600 00	103,600 00		Quebec.....	150,000 00
103	Northern.....				Ontario.....	196,188 00
104	North Simcoe.....				".....	83,300 00
105	Northern Pacific Junction	1,320,000 00	1,320,000 00			
106	South Norfolk.....	54,400 00	54,400 00		Ontario.....	
107	Toronto Belt Line.....					
108	Toronto & Nipissing.....				Ontario.....	105,212 00
109	Lake Simcoe Junction.....				".....	53,000 00
110	Victoria.....				".....	312,000 00
111	Waterloo Junction.....	32,800 00	32,800 00		".....	
112	Wellington, Grey & Bruce				".....	241,276 00
113	Whitby, Port Perry & Lindsay.....				".....	94,957 59
114	Grand Trunk—Canada At- lantic division.....	282,355 20	282,355 20		Ontario.....	270,000 00
					Quebec.....	200,000 00
115	Ottawa, Arnprior & Parry Sound.....	932,512 00	932,512 00		Ontario.....	577,326 06
116	Central Counties.....				".....	
117	Pembroke Southern.....	64,000 00	64,000 00		".....	55,500 00
118	Grand Trunk Pacific.....	4,994,416 66	4,994,416 65	10,000,000 00	".....	376,320 00
119	Gulf Shore.....	53,699 20	53,699 20		New Brunswick	41,950 00
120	Ha Ha Bay.....	148,148 20	148,148 20			
121	Halifax & South Western, including.....	819,874 93	819,874 93		Nova Scotia.....	3,899,605 00
122	Central of N.S. & N.S. Southern.....	653,776 00	653,776 00		" "	
123	Halifax & Yarmouth.....	160,000 00	160,000 00		" "	156,499 33
124	Middleton and Victoria Beach.....	125,760 00	125,760 00		" "	96,000 00
125	Hereford.....	170,560 00	170,560 00		Quebec.....	103,000 00
126	Inverness Ry. & Coal Co....	627,600 00	368,545 97		Nova Scotia.....	272,000 00
127	International of New Brun- swick.....	726,080 00	725,288 07		New Brunswick	275,000 00
128	Irondale, Baneroff & Ot- tawa.....	144,000 00	144,000 00		Ontario.....	315,000 00
129	Kaslo & Slocan..... (nil)					
130	Kent Northern, and.....	458,334 27	458,334 27		New Brunswick	135,000 00
131	St. Louis & Richibucto (abandoned).....	22,400 00	22,400 00		New Brunswick	21,000 00
132	Kettle Valley.....	353,709 92	353,709 92		Brit. Columbia.	675,000 00
133	Kingston & Pembroke (C.P.R.).....	48,000 00	48,000 00		Ontario.....	456,493 00
134	Klondike Mines.....	197,184 00	197,184 00			
135	L'Assomption (abandoned)	11,200 00	11,200 00			
136	Lake Erie & Detroit River, and London & Port Stan- ley.....	571,851 00	571,851 00		Ontario.....	83,000 00
137						
138	Liverpool & Milton (Halifax & South Western).....	32,000 00	32,000 00			

Under construction. † Includes used iron rails. ‡ Paid under the "Implement Clause" by



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by Governments and Municipalities, to June 30, 1913—Continued.

GOVERNMENTS.			BY MUNICIPALITIES.						
Subsidy Paid up.		Loan.	Subscription to Shares.		Subsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.	
\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
336,000	00				929,000	00	929,000	00	
224,660	00				213,000	00	213,000	00	50,000
					85,500	00	85,500	00	
565,020	00				599,805	00	599,805	00	
178,630	00				311,500	00	311,500	00	
168,350	00				144,870	85	144,870	85	
150,000	00				21,774	00	21,774	00	
196,188	00				241,980	00	241,980	00	390,000
89,300	00								
					65,000	00	65,000	00	
105,212	00				376,702	59	376,702	59	
53,000	00				100,000	00	100,000	00	
312,000	00				186,000	00	186,000	00	
					47,000	00	47,000	00	
241,276	00				682,000	00	682,000	00	
94,957	59				222,094	93	222,094	93	
270,000	00				154,392	00	152,900	00	32,000
200,000	00								
577,326	06				24,000	00	24,000	00	
55,500	00				20,000	00	20,000	00	
376,320	00				350,000	00	350,000	00	
41,950	00								
3,599,605	00								
					88,874	17	88,874	17	
156,499	33				15,338	93	15,338	93	
84,226	36								
233,000	00				100,000	00	50,000	00	
275,000	00				5,000	00	5,000	00	
135,000	00								
135,000	00								
21,000	00								
200,000	00								
456,493	00				509,320	00	509,320	00	
83,000	00				356,500	00	356,500	00	
							1,332,854	00	414,000

Dominion Government.

TABLE 5.—STATEMENT of Aid, granted and paid to Railways

Number.	Name of Railway.	BY DOMINION GOVERNMENT			BY PROVINCIAL.	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Subsidy Granted.
		\$ cts.	\$ cts.	\$ cts.		\$ cts.
139	Lotbinière & Megantic	96,060 00	96,000 00		Quebec.....	126,994 00
140	Manitoba Great Northern (nil)					
141	Maganetawan River.....	3,552 00	3,552 00		Ontario.....	10,000 00
142	Maritime Coal, Ry. & Power Co.....	40,700 00	40,700 00		Nova Scotia.....	39,788 00
143	Massawippi Valley.....	5,376 00	5,376 00		Quebec.....	5,000 00
144	Midland of Manitoba.....(nil)					
145	Minudie Coal & Ry. Co....	18,544 00	18,544 00			
146	Montreal & Atlantic, and, 147 Lake Champlain & St. Lawrence Jet.....				Quebec.....	444,000 00
148	Montreal & Province Line..	58,560 00	58,560 00		".....	250,280 00
149	Montreal & Vermont Junc- tion.....(nil)				Quebec.....	231,122 00
150	Moncton & Buctouche.....	102,400 00	101,600 00		New Brunswick	96,000 00
151	Morrissey, Fernie & Michel (nil)					
152	Napierville Junction.....	173,440 00	173,440 00		Quebec.....	
153	Nelson & Ft. Sheppard.....(nil)					
154	New Brunswick Coal & Ry. Co.....	190,400 00	190,400 00		New Brunswick	224,000 00
155	New Brunswick & P.E. I-land.....	113,440 00	113,440 00		".....	99,708 90
156	New Westminster Southern (nil)					
157	North Shore (N.B.).....	27,616 00	27,616 00		New Brunswick	16,200 00
158	Nosbonsing & Nipissing.....(nil)					
159	*Northern New Brunswick & Seaboard.....	86,528 00	86,528 00			
160	Ottawa & New York.....	262,384 00	262,384 00		Ontario.....	35,000 00
161	Phillipsburg Ry. & Quarry Co.....	23,712 00	23,712 00		Quebec.....	25,667 00
162	Pontiac & Renfrew.....	13,600 00	13,600 00		Quebec.....	17,433 60
163	*Quebec Bridge & Ry. Co....	374,353 33	374,353 33		Quebec.....	250,000 00
164	Quebec Ry., Light & Power Co.....	96,000 00	96,000 00		Quebec.....	306,945 50
165	Quebec Central.....	541,877 30	541,877 30		".....	1,076,123 14
166	Quebec Oriental.....	828,435 84	828,435 84		".....	1,596,390 00
167	Quebec & Lake St. John....	1,454,695 00	1,261,463 50		".....	2,533,000 00
168	*Quebec & Saguenay.....	132,633 60	132,633 60			
169	Quebec, Montreal & South- ern, including.....	500,386 25	500,386 25		Quebec.....	210,000 00
170	United Counties, East Richelieu Valley.....	69,952 00	69,952 00		".....	115,215 00
171	South Shore.....	296,998 38	296,998 38		".....	276,645 00
172	Red Mountain.....(nil)					
173	Rutland & Noyan.....(nil)					
174	*Southampton (N.B.).....	48,442 88	48,442 88			
175	Salisbury & Albert.....	129,665 45	129,391 01		New Brunswick	455,000 00
176	Schomberg & Aurora.....	48,000 00	46,144 00			
177	Stanstead, Shefford and Chambly.....(nil)					
178	St. Clair Tunnel.....	375,000 00	375,000 00			
179	St. Lawrence & Adirondack 180 *St. John and Quebec.....	149,481 60	149,481 60		Quebec.....	70,400 00
181	St. Martins.....	174,120 96	174,120 96			
182	St. Maurice Valley (C.P.R.)	183,612 54	183,612 54		New Brunswick	145,600 00
183	Sydney & Louisburg (Dom. Coal Co.).....	173,120 00	173,120 00			
184	*Thessalon & Northern On- tario.....	89,600 00	87,808 00		Nova Scotia.....	87,808 00
		6,112 00	6,112 00			

\*Under construction. (†) Includes used iron rails.



TABLE 5.—STATEMENT of Aid, granted and paid to Railways

Number.	Name of Railway	BY DOMINION GOVERNMENT.			BY PROVINCIAL	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Subsidy Granted.
		\$ cts.	\$ cts.	\$ cts.		\$ cts.
185	Temiskaming & Northern Ontario (Ontario Gov. Ry.).....					
186	Temiscouata.....	645,950 00	645,950 00		Quebec.....	362,250 00
187	Thousand Islands.....	61,200 00	29,840 00		New Brunswick	66,600 00
188	Toronto, Hamilton & Buf- falo.....	57,600 00	57,600 00		Ontario.....	
189	Vancouver, Victoria and Eastern.....(nil)				"	
190	Victoria & Sidney.....				Brit. Columbia.	124,135 00
191	Victoria Terminal Ry. & Ferry Co.....(nil)					
192	Wellington Colliery Co.(nil)					
193	York & Carleton.....	32,896 00	32,896 00		New Brunswick	25,247 00
	Totals.....	96,378,272 99	94,729,562 29	25,576,533 33		35,478,219 89

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by Governments and Municipalities, to June 30, 1913—*Concluded.*

GOVERNMENTS.			BY MUNICIPALITIES.				
Subsidy Paid up.		Loan.	Subscription to Shares.	Subsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.
\$	cts.	\$	cts.	\$	cts.	\$	cts.
362,250 00				25,000 00	25,000 00		
66,000 00				10,000 00	10,000 00		
				268,000 60	265,500 00		
134,135 00				186,202 50	186,202 50		
25,247 00							
33,449,985 16		2,750,030 00	300,000 00	13,083,530 40	12,814,674 98	2,404,498 62	2,839,500 00

TABLE 6.—EARNINGS of Railways for the Year ending June 30, 1913.

1	Name of Railway.	EARNINGS.				A	5	6	7				
		Passenger.		Freight.						Other Earnings from Operation.	Total Gross, including other Earnings from Operation.	Operating Expenses.	NET EARNINGS.
		\$	cts.	\$	cts.								
1	Algoma Central & Hudson Bay	49,718 97		287,511 17		201,350 84	538,580 98	332,530 31	206,050 67				
2	Atlantic, Quebec & Western	24,000 40		17,830 82		41,906 97	41,906 97	30,431 01	-48,324 04				
3	Algoma Eastern	3,497 65		118,860 22		6,842 47	128,999 74	73,665 62	35,334 12				
4	Bay of Quinté	46,993 01		200,092 58		10,185 99	257,271 58	221,051 27	36,220 31				
5	Bedford & Nelson	323 07		1,821 10		1 99	2,146 16	8,235 56	-6,089 40				
6	Brandon, Saskatchewan & Hudson Bay	31,146 04		44,787 85		292 35	76,136 22	117,712 80	-41,576 58				
7	British Yukon	68,367 55		254,499 76		3,381 25	296,348 56	100,347 44	226,001 44				
8	Brookville, Westport & North Western	38,582 15		37,758 32		106 80	76,447 27	51,149 54	25,297 73				
9	Canada & Gulf Terminal	18,878 33		92,719 75		541 88	42,139 96	35,726 84	6,413 12				
10	Canada Southern	3,475,138 63		7,472,737 27		48,898 30	10,996,494 45	5,678,012 28	5,318,482 17				
11	Canadian Government Railways (Intercolonial)	4,637,531 68		8,260,110 00		165,654 58	12,349,296 06	12,510,311 73	-161,015 67				
12	" " (Prince Edward Island)	198,218 86		180,592 33		11,650 21	390,461 00	512,736 69	-122,275 29				
13	Canadian Northern	375,637 10		871,607 32		1,350,470 77	24,277,478 47	17,151,462 19	7,126,016 28				
14	" " Ontario	404,776 34		1,160,487 21		33,280 15	1,280,524 57	1,230,213 83	50,310 74				
15	" " Quebec	39,587,535 88		88,770,594 17		34,283 27	1,599,546 82	1,385,347 14	214,199 68				
16	Canadian Pacific	3,950 61		4,743 09		2,411,577 88	130,769,707 93	87,719,944 43	43,049,763 50				
17	Cape Breton	22,636 23		51,125 11		589 44	11,283 17	21,390 84	-10,107 67				
18	Caraguet	117,938 01		241,896 73		15,243 46	375,161 40	64,742 50	8,418 90				
19	Central Ontario	202,456 56		202,456 56		51 00	226,730 68	243,024 50	132,023 64				
20	Crow's Nest Southern	18,220 55		92,275 72	Dr.	51 00	222,830 00	222,830 00	3,890 68				
21	Cumberland	436,402 32		537,419 77		10,675 26	110,799 67	90,945 51	19,854 16				
22	Dominion Atlantic	4,413 27		50,082 88		114 68	984,497 35	681,792 13	302,705 22				
23	Eastern British Columbia	3,914 80		9,388 00		195 75	54,610 83	26,917 23	27,693 60				
24	Elgin & Bayveock	363,076 83		45,846 43		1,837 30	13,498 55	13,282 38	216 17				
25	Essex Terminal	549,133 61		45,846 43		1,837 30	47,683 73	27,881 30	19,802 43				
26	Esquimalt & Nanaimo	547,998 81		26,437,600 39		19,681 55	931,892 02	593,714 35	338,177 67				
27	Grand Trunk	1,604,527 10		1,788,234 10		404,452 09	40,324,397 03	27,957,173 45	12,467,223 58				
28	Grand Trunk (Canada Atlantic)	245,966 51		6,410,792 56		46,026 01	2,382,258 95	2,276,550 41	105,708 54				
29	Grand Trunk Pacific	21,338 73		281,423 62		3,948 49	8,162,201 86	7,275,493 84	886,711 02				
30	Halifax & South Western	23,503 87		189,208 17		1,111 96	531,338 62	528,217 46	3,121 16				
31	Hereford	9,627 75		20,213 79		543 22	89,756 74	124,515 82	-34,759 08				
32	Inverness Railway & Coal Co.						213,824 00	120,439 31	93,384 69				
33	Lrondale, Bancroft & Ottawa						30,384 76	23,967 97	6,416 79				

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34 International of New Brunswick.....	42,117 64	69,137 96	676 45	111,932 05	79,068 77	32,833 98
35 Kent, Northern.....	9,121 41	12,862 46		21,983 90	17,875 15	4,108 77
36 Kettle Valley.....	2,921 66	3,921 66		3,403 23	3,816 49	-352 26
37 Kingston & Pembroke.....	41,144 22	96,713 16	Dr. 3,519 31	134,338 07	105,768 48	28,539 59
38 Klondike Mines.....	4 00	110,179 51	6 00	110,189 51	71,376 01	38,213 50
39 Loblombère & Mégantic.....	6,195 54	28,651 55	23 00	34,870 07	27,964 97	6,905 10
40 London & Port Stanley.....	38,334 08	107,421 97	815 18	146,571 23	164,263 23	-17,722 00
41 Maine Central.....	12,298 42	6,238 16		18,536 58	16,233 09	2,303 00
42 Manitoba Great Northern.....	7,297 14	58,728 28	350 59	66,376 01	135,660 94	-79,284 93
43 Maritime Coal, Railway & Power Co.....	7,628 20	60,159 63		68,087 92	40,068 87	28,029 05
44 Massachusetts Valley.....	71,391 82	193,156 79	1,242 55	265,791 16	248,793 89	16,997 27
45 Moncton & Buctouche.....	12,113 62	18,014 48	677 59	30,805 69	23,732 15	7,073 54
46 Midland Railway Co. of Manitoba.....	205,196 18	245,670 63	16,684 13	467,550 94	349,988 55	117,562 39
47 Montreal & Atlantic.....	237,481 64	845,570 72	21,873 80	1,044,926 16	1,003,473 11	101,453 05
48 Montreal & Province Line.....	78,276 04	64,828 20	1,902 14	145,026 38	109,777 35	35,249 03
49 Montserrat & Vermont Junction.....	67,478 41	61,225 33	104 68	128,808 45	83,238 94	45,569 51
50 Morrissey, Fernie & Michiel.....	12,342 50	140,854 22		152,696 72	133,774 32	18,922 40
51 Naperville Junction.....	6,422 11	94,650 95	123 42	101,196 46	42,101 83	59,094 63
52 Nelson & Fort Sheppard.....	29,116 42	50,566 79	2,939 93	82,723 14	107,807 76	-25,084 62
53 New Brunswick Coal & Railway Co.....	13,023 32	40,428 85	7,894 39	61,345 56	74,330 34	-12,983 78
54 New Brunswick & Prince Edward Island.....	11,971 93	30,636 29	40 55	43,394 77	36,154 38	7,240 39
55 New Westminster Southern.....	11,971 18	41,847 70	4,025 41	57,844 29	30,114 73	27,729 56
56 North Shore.....	1,395 61	1,371 95		1,967 56	1,779 49	188 07
57 Ottawa & New York.....	88,350 83	124,364 78	5,504 58	218,220 19	190,933 27	27,286 92
58 Pere Marquette.....	193,632 08	2,486,154 95	9,688 47	2,689,475 48	1,692,960 01	996,515 47
59 Quebec Central.....	439,471 77	1,118,312 94	13,366 27	1,571,150 98	1,107,950 35	463,200 63
60 Quebec & Lake St. John.....	312,359 61	631,546 55	15,474 24	959,380 40	836,159 75	123,220 65
61 Quebec, Montreal & Southern.....	161,613 14	233,117 53	735 70	395,466 37	383,347 84	12,118 53
62 Quebec Oriental.....	49,077 42	52,571 65	38 50	101,687 58	94,370 91	7,316 67
63 Quebec Railway, Light & Power Co.....	13,082 85	68,637 75	978 97	82,079 57	94,957 85	-12,878 28
64 Red Mountain.....	2,968 87	13,800 84	348 21	17,114 92	29,527 31	-12,412 39
65 Rutland & Novan.....	9,100 78	5,443 41		14,544 19	12,954 00	1,590 19
66 Salisbury & Albert.....	12,129 66	24,218 44	692 72	37,010 87	31,751 96	5,258 91
67 Schomberg & Aurora.....	6,045 78	7,216 51	22 12	13,284 41	15,522 98	-2,238 57
68 Stanstead, Shefford & Chambly.....	45,815 24	56,545 88	2,307 90	104,669 02	99,692 96	4,976 06
69 St. Clair tunnel.....	273,495 32	400,294 18	4,892 26	347,821 50	96,631 09	251,200 41
70 St. Lawrence & Adirondack.....	6,238 88	8,208 93	339 41	14,787 22	15,659 58	-872 36
71 St. Martins.....	50,304 23	747,509 87	20,334 20	818,198 30	539,505 54	278,692 76
72 Sydney & Louisbourg.....	63,741 72	181,595 02	5,433 13	250,769 87	178,448 73	72,321 14
73 Temiskouata.....	623,218 76	886,393 69	59,583 70	1,569,225 15	1,418,164 60	151,061 55
74 Temiskaming & Northern Ontario.....	14,894 25	28,857 61	2,489 57	46,241 43	30,445 23	15,796 20
75 Thousand Islands.....	448,555 38	1,358,199 46	19,492 40	1,826,217 24	980,964 48	845,252 76
76 Toronto, Hamilton & Buffalo.....	292,340 52	687,375 15	24,899 21	994,614 86	929,579 23	65,035 63
77 Vancouver, Victoria & Eastern.....	3,165 66	2,822 14	702 01	6,689 81	3,346 35	3,343 46
78 Victoria Terminal Railway & Ferry Co.....	38,153 48	38,789 88	1,917 22	78,860 58	52,957 06	25,903 52
79 Victoria & Sidney, B.C.....	674,012 59	1,913,755 09	5,336 03	2,536,103 71	2,236,200 94	300,000 77
80 Wabash (in Canada).....	4,836 40	79,326 09		84,162 49	84,162 49	
81 Wellington Colliery.....	2,032 55	3,846 29		5,898 84	3,533 89	2,364 95
82 York & Carleton.....						
Final Total.....	74,431,994 15	177,089,372 78	5,181,336 39	256,702,703 32	182,011,690 33	74,691,012 99

Operating Revenues.] Table 7.—EARNINGS and income for the Year ending June 30, 1913.

Number	Name of Railway.	REVENUE FROM TRANSPORTATION.								Proportion to Total Earnings, 100 + Col. 6, Col. 16.	p. c.
		2	3	4	5	A	6	7	8		
		Passenger Revenue.	Revenue, Passenger per mile.	Mail.	Express.	Excess Baggage and Chair Car Revenue and other items.	Total Passenger Service Revenue.	Passenger Earnings per Train Mile.			
		\$ cts.	Cents.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.			
1	Algoma Central and Hudson Bay	48,755 77	3.028		967 92	15 28	49,718 97	-63.188		9.23	
2	Atlantic, Quebec and Western	23,480 38	2.908		468 80	60 31	24,009 49	-59.153		37.29	
3	Algoma Eastern	3,497 05	3.660				3,497 05	-260.633		2.71	
4	Bay of Quinte	37,422 83	2.421	6,482 26	2,901 75	186 17	46,993 01	-2,168 7		18.26	
5	Bedfordton and Nelson	311 48	3.456				324 07	-186.12		15.05	
6	Brampton, Saskatchewan and Hudson Bay	25,830 43	2.701	2,362 88	2,670 80	281 93	51,146 04	-7,119.6		40.90	
7	British Yukon	58,593 41	8.686	3,717 70	3,168 61	2,855 80	68,367 55	-1,091.59		20.91	
8	Brockville, Westport and North Western	52,963 30	1.508	3,724 92	1,712 23	381 70	38,382 15	-67.474		50.47	
9	Canada and Gulf Terminal	17,798 00	3.604		580 00	530 35	18,878 35	-77.805		41.79	
10	Canada Southern	2,781,571 05	2.262	137,760 43	491,384 68	61,612 82	3,475,158 68	-1,722.65		31.62	
11	Canadian Northern	3,355,292 77	1.617	210,020 06	276,072 50	195,516 35	4,037,511 68	-1,171.65		32.69	
12	Canadian Northern (P. E. Island)	3,500,313 39	2.283	132,373 46	199,794 11	136,315 79	4,358,829 75	-55.714		50.76	
13	Canadian Northern	320,302 55	1.929	357 38	36,739 68	18,217 49	375,657 10	-70.855		29.31	
14	Ontario	361,683 51	1.734	4,930 94	23,809 85	11,360 01	404,776 34	-92.812		23.30	
15	Quebec	31,995,155 67	1.983	908,187 47	3,071,252 76	612,939 88	39,587,535 88	-1,634.88		30.27	
16	Canadian Pacific	5,549 80	2.865		339 31	61 50	5,950 64	-303.73		32.74	
17	Quebec	183,697 25	2.621	3,227 60	51 11	60 00	22,036 29	-44.397		30.12	
18	Quebec	103,637 16	2.606	6,415 75	7,629 97	225 16	117,988 04	-51.022		31.44	
19	Central Ontario	20,711 69	3.714	1,993 93	2,053 73	333 77	24,315 12	-532.60		10.72	
20	Crow's Nest Southern	14,123 84	3.009	1,072 28	2,181 43	510 09	18,249 55	-632.00		16.44	
21	Cumberland	381,593 93	2.401	13,537 16	23,134 86	13,136 37	436,302 32	-87.124		44.32	
22	Donair and Atlantic	4,171 69	5.446	241 67		1,413 27	5,787.80	-22.687		8.08	
23	Eastern British Columbia	3,058 12	1.021		180 00		3,914 80			29.00	
24	Elgin and Havelock										
25	Essex Terminal	335,147 55	3.402	9,183 65	11,673 11	7,072 55	363,076 86	-2,582.41		38.96	
26	Grand Trunk and Naininao	11,406,006 78	1.821	368,171 18	1,388,741 98	359,311 61	13,522,881 55	-1,526.24		33.45	
27	Grand Trunk (Canada Atlantic)	477,156 35	2.337	24,716 08	31,374 12	14,721 96	547,968 81	-69.439		23.00	
28	Grand Trunk Pacific	1,400,703 88	2.122	51,312 10	149,511 12		1,601,527 10	-1,025.69		19.65	
29	Grand Trunk and South Western	206,617 55	2.710	6,687 22	27,458 14	5,173 60	245,966 51	-68.811		46.29	
30	Hull and South Western	17,804 19	2.234	2,681 72	637 30	192 31	21,338 75	-310.25		31.025	
31	Herford									10.99	
32	Inverness Railway and Coal Co.	22,261 49	2.662		558 22	681 16	23,503 87	-51.624			



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33 Ironclad, Bancroft and Ottawa.....	2-755	1,014 16	367 51	349 14	9,627 75	-27528
34 International of New Brunswick.....	2-784	1,427 72	164 72		42,117 64	-40651
35 Kent Northern.....	4-320	676 08	670 02		9,121 44	-53967
36 Kettle Valley.....	3-868			386 40	542 60	-23591
37 Kingston and Pembroke.....	2-634	3,633 68	2,521 85		41,144 22	-51216
38 Klondike Mines.....	2-509	1,505 90			4 00	
39 Lotbiniere and Megantic.....	1-321	1,557 81	5,079 05	522 92	6,195 54	-32890
40 London and Port Stanley.....	1-796	194 52	625 75	46 82	38,334 08	-47910
41 Maine Central.....	2-808	3,01 54	500 18	70 92	12,298 42	1-18197
42 Manitoba Great Northern.....	3-205	300 48	524 21	116 00	7,297 14	-22279
43 Maritime Coal Railway and Power Co.....	2-356	3,359 39	999 96	686 13	7,028 29	-49949
44 Massachusetts Valley.....	2-086	8,201 28	62 14	102 34	71,801 82	-72612
45 Moncton and Buctouche.....	2-195	6,257 28	18,998 31	2,171 05	12,113 62	-52146
46 Midland Railway Company of Manitoba.....	2-346	12,131 69	15,486 44	4,401 63	205,196 18	1-76080
47 Montreal and Atlantic.....	1-908	2,456 97	4,611 77	1,355 62	237,481 64	-77073
48 Montreal and Province Line.....	2-325	2,530 00	5,682 40	650 46	78,276 04	1-08863
49 Montreal and Vermont Junction.....	1-343				67,478 44	1-02081
50 Morrissey, Fernie and Michel.....	2-568		727 01		12,242 50	-29651
51 Napierville Junction.....	3-461	1,497 60	3,544 66	20 57	6,422 11	-37906
52 Nelson and Fort Sheppard.....	2-661	1,180 09	490 38	413 24	29,116 42	-77820
53 New Brunswick Coal and Railway Co.....	1-766	1,790 44	298 55		13,023 32	-22735
54 New Brunswick and Prince Edward Island.....	3-465	3,107 15	496 74	91 86	12,717 95	-50770
55 New Westminster Southern.....	2-959	4,259 33	4,624 88	904 19	11,971 18	-57776
56 North Shore.....	2-076	8,326 85	33,822 95		395 61	-08242
57 Ottawa and New York.....	1-984	19,650 80	23,071 80	2,841 86	88,350 83	1-10797
58 Pere Marquette.....	2-108	13,612 92	20,569 34	13,810 29	163,632 08	-70802
59 Quebec Central.....	1-964	13,612 92	20,569 34	10,539 59	439,371 77	-89941
60 Quebec and Lake St. John.....	2-431	4,783 74	8,975 26	2,022 29	312,359 61	1-27094
61 Quebec, Montreal and Southern.....	3-456	3,560 40	1,662 14	102 25	161,617 42	-76158
62 Quebec, Montreal and Southern.....	3-456	3,560 40	1,662 14	102 25	40,677 14	-77776
63 Quebec Railway, Light and Power Co.....	2-687				13,062 85	1-97364
64 Red Mountain.....	2-062	292 00	513 84	29 34	3,965 87	-45143
65 Rutland and Noyan.....	2-003	87 64	272 41		9,100 78	1-67263
66 Salisbury and Albert.....	3-011	2,246 40	378 15	173 36	12,129 66	-38412
67 Schomberg and Aurora.....	2-687	1,946 65	7,831 72	840 94	6,045 78	-26062
68 Stanstead, Shefford and Chambly.....	1-640	4,108 68	8,543 60	15,140 75	45,815 24	-74630
69 St. Clair Tunnel.....	2-530	984 30	71 82		273,495 32	1-27893
70 St. Lawrence and Adirondack.....	2-632	990 60	863 90	857 85	6,238 88	-35368
71 St. Martins.....	2-379	5,653 92	1,819 45	1,222 68	50,304 23	1-17657
72 Sydney and Louisburg.....	2-426	21,148 24	40,751 59	9,418 18	63,741 72	-44178
73 Temiscouata.....	3-292	730 00	3,375 48	17 05	25,248 76	1-24723
74 Temiskaming and Northern Ontario.....	2-123	3,995 88	55,498 35	4,420 59	14,894 25	-45682
75 Thousand Islands.....	2-880	5,141 88	32,439 64	8,311 24	448,555 38	1-48028
76 Toronto, Hamilton and Buffalo.....	2-686	27 28			282,340 52	1-19080
77 Vancouver, Victoria and Eastern.....	2-739	428 36	27,844 57	5,510 74	38,165 66	2-34072
78 Victoria Terminal Railway and Ferry Co.....	1-787	1,326 61	27,844 57	5,510 74	38,153 48	1-76775
79 Victoria and Sidney, B.C.....	4-878	360 00			673,012 39	-92132
80 Wabash (in Canada).....	2-817	20 00	298 30		4,836 40	-16121
81 Wellington Colliery.....					2,052 55	-23875
82 York and Carleton.....						
Total.....		2,074,910 22	6,376,238 98	1,539,394 96	74,431,994 15	28-99

Operating Revenues.] TABLE 7—EARNINGS and Income for the Year ending June 30, 1913—Concluded.

Number	Name of Railway.	REVENUE FROM TRANSPORTATION.				REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.				SUMMARY OF REVENUES				
		Freight Revenue.	Switching Revenue, Special Serv. and Miscellaneous.	Freight Earnings per Train Mile.	Proportion to Total Earnings, 100 Col. 9+B Col. 16.	Total Revenue from Transportation.	Station and Train Privileges, Storage and Car Service.	Telegraph, Rents and other Sources.	Total Operating Revenues.	Total Earnings per Train Mile.				
										\$	cts.	\$	cts.	
1	Algoma Central and Hudson Bay.	170,952	87	4-02147	53-38	337,290	11	151,993	00	49,357	84	538,586	98	3-75621
2	Atlantic, Quebec and Western.	17,859	82	2-88003	42-61	41,869	31	37	66			41,906	97	5-00101
3	Algoma Eastern.	117,202	72	4-94656	91-49	122,157	27	1,397	15	5,445	32	128,999	74	5-22817
4	Bay of Quinte.	199,580	74	5-81324	74-77	347,085	59	1,081	87	9,104	12	257,271	58	1-08522
5	Baldwin and Nelson.	1,821	10	1-04661	84-85	2,144	17				1	2,145	16	1-22538
6	Brandon, Saskatchewan & Hud. Bay	40,057	53	4-73032	58-82	75,493	89	196	60	5	73	76,136	22	1-11771
7	British Yukon.	251,499	76	3-36290	77-08	322,897	31	Dr.	115	88		326,348	56	4-17726
8	Brookville, Westport & N. Western	37,727	28	1-29034	49-39	76,340	47	76	80	30	00	76,447	27	1-29715
9	Canada and Gulf Terminal	22,719	73	4-93635	53-91	41,598	08	168	12	373	76	42,139	96	1-73672
10	Canada Southern.	7,416,023	97	5-796	67-94	10,947,835	95	25,312	15	23,286	35	10,996,494	45	2-83765
11	Canadian Govt. Ry.—Intercolonial	8,128,157	30	3-570	66-45	12,243,641	68	62,751	18	42,903	20	12,349,260	06	1-48078
12	" " " " P. E. Island	180,592	33	3-937	46-25	378,811	19	753	22	10,806	99	390,461	40	1-07328
13	Canadian Northern.	18,201,130	13	3-771	76-48	22,927,007	70	104,727	55	1,245,743	22	24,277,478	47	2-66532
14	" " Ontario.	858,324	79	2-83346	68-06	1,247,244	42	2,724	22	30,555	93	1,280,524	57	1-40212
15	" " Quebec.	1,021,738	36	1-114	72-55	1,565,263	55	23,746	34	10,536	93	1,599,546	82	2-00220
16	Canadian Pacific.	88,101,523	23	4-00925	67-88	128,358,130	05	786,620	05	1,624,957	83	130,769,707	93	2-51994
17	Cape Breton.	4,743	09	2-42009	42-03	10,693	73	589	44			11,283	17	3-57390
18	Caracas.	51,125	11	1-03002	69-88	73,161	40					73,161	40	1-47398
19	Central Ontario.	241,206	73	1-72556	64-48	359,804	77	1,072	00	14,171	46	375,048	23	1-17673
20	Crow's Nest Southern.	201,841	78	2-335	89-29	226,771	68	345	06	Dr.	306	226,772	68	2-21063
21	Cumberland.	92,275	72	1-80000	83-28	110,496	27					110,799	67	2-27700
22	Dominion Atlantic.	536,392	97	2-647	54-58	973,822	09	1,513	68	9,161	58	984,497	35	1-60881
23	Eastern British Columbia.	49,856	88	3-251	91-70	54,496	15	31	50	83	18	54,610	83	6-98884
24	Elgin and Havelock.	9,388	00	5-4404	69-54	13,302	80					13,498	53	7-82254
25	Essex Terminal.	43,689	87	2-19361	96-14	45,846	43	611	00	1,226	30	47,083	73	2-28152
26	Esquimaux and Nanaimo.	541,357	41	3-87218	58-92	912,210	47	8,131	85	11,549	70	931,892	62	3-38166
27	Grand Trunk.	1,686,171	42	3-87218	65-40	3,959,944	94	249,043	21	215,408	88	40,424,397	03	1-99910
28	Grand Trunk (Canada Atlantic)	886,333	24	6-89	75-06	3,356,232	91	14,133	79	31,892	25	2,382,258	95	1-40676
29	Grand Trunk Pacific.	6,325,367	17	85-425	78-54	8,015,310	66	24,630	76	122,254	44	8,162,204	86	2-18059
30	Halifax and South Western.	273,036	11	1-713	52-98	527,300	13	1,407	22	1,407	27	531,333	62	1-29160
31	Hereford.	67,337	68	2-637	75-11	88,700	93	147	06	318	75	89,750	74	1-02886
32	Inverness Railway and Coal Co.	189,196	67	1-094	88-48	212,712	04	207	89	901	07	213,824	00	1-91855

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33	Irondale, Bancroft and Ottawa.....	19, 834 29	3-174	320 50	-57787	66-52	29, 841 54	543 22	30, 384 76	-80637
34	International of New Brunswick.....	67, 831 86	1-579	1, 806 10	1-26849	61-76	111, 255 60	300 64	111, 932 05	-90293
35	Kent Northern.....	12, 862 46	5-572	-76100	58-52	58-52	21, 983 90	.....	21, 983 90	1-30070
36	Kington and Pembroke.....	2, 271 67	6-689	649 96	1-27027	81-33	7, 461 23	.....	3, 464 23	1-50184
37	Kettleton and Pembroke.....	85, 171 30	2-639	11, 541 86	1-97818	71-99	Dr. 5, 188 78	1, 669 47	134, 368 07	1-64717
38	Klondike Mines.....	110, 179 51	2-232	7-76678	99-99	99-99	110, 183 51	6 00	110, 189 51	7-76748
39	Lothbriek and Megantic.....	28, 651 53	4-077	1-52564	82-16	82-16	34, 847 07	23 00	34, 870 07	1-83913
40	London and Port Stanley.....	99, 003 36	1-003	8, 418 61	1-72629	73-29	145, 756 05	439 59	146, 571 23	1-15193
41	Maine Central.....	6, 238 16	-647	-57452	33-66	33-66	18, 536 58	.....	18, 536 58	1-26580
42	Manitoba Great Northern.....	58, 176 51	1-105	551 77	1-14513	88-47	63, 025 42	144 64	66, 376 01	1-55258
43	Martineau Coal Railway & Power Co.....	60, 459 63	2-678	2-29413	88-80	88-80	68, 027 92	.....	68, 067 92	2-38359
44	Massachusetts Valley.....	190, 846 50	-833	2, 310 29	1-73863	72-67	264, 548 61	324 39	265, 919 16	1-26920
45	Moncton and Beauceville.....	18, 014 48	3-586	-77541	58-47	58-47	30, 128 10	.....	30, 805 69	1-32500
46	Midland Railway Co. of Manitoba.....	240, 663 41	1-484	5, 007 22	3-76974	52-54	450, 866 81	3, 797 10	467, 550 94	2-57680
47	Montreal and Atlantic.....	837, 316 09	1-176	8, 254 63	1-72049	76-52	1, 083, 052 36	5, 854 27	1, 104, 926 16	1-65811
48	Montreal and Province Line.....	64, 778 23	2-460	49 97	1-51847	44-68	1, 043, 024 24	1, 546 04	1, 045, 066 38	1-45948
49	Montreal and Vermont Junction.....	60, 893 49	-706	331 84	1-72953	47-53	128, 703 77	69 48	128, 808 45	1-20844
50	Morrissy, Ferme et Michel.....	131, 032 92	2-822	9, 301 30	3-37179	92-27	132, 696 72	.....	132, 006 72	3-06830
51	Napierville Junction.....	94, 647 93	-816	3 00	2-91754	93-53	101, 073 04	123 42	101, 196 46	3-11830
52	Nelson and Fort Sheppard.....	50, 636 79	3-942	30 00	2-60310	61-24	78, 823 13	320 15	82, 723 14	1-45067
53	New Brunswick Coal & Railway Co.....	40, 428 85	1-360	-70756	65-90	65-90	53, 452 17	.....	61, 346 56	1-07366
54	New Brunswick and P. E. Island.....	30, 636 29	3-894	-59133	79-52	79-52	43, 354 22	40 55	43, 394 77	7-63847
55	New Westminster Southern.....	41, 291 85	4-916	555 85	2-01967	79-34	53, 818 88	143 08	57, 844 29	2-79471
56	North Shore.....	1, 571 95	3-000	-32749	73-88	73-88	1, 937 56	.....	1, 967 56	-49990
57	Ottawa and New York.....	124, 318 74	-854	46 04	1-68394	56-99	212, 715 61	3, 801 30	218, 220 19	1-42177
58	Père Marquette.....	2, 451, 840 65	-550	34, 314 28	2-83891	90-38	2, 679, 787 01	4, 882 51	2, 689, 475 48	2-36702
59	Quebec Central.....	1, 118, 312 94	1-253	3-36542	71-17	71-17	1, 537, 784 71	8, 149 94	1, 571, 150 98	1-83082
60	Quebec and Lake St. John.....	630, 629 73	1-332	916 82	1-75897	65-82	943, 906 16	10, 948 48	939, 380 40	1-71655
61	Quebec, Montreal and Southern.....	231, 131 14	1-178	1, 986 39	1-59227	58-94	394, 730 67	983 79	395, 466 37	1-44745
62	Quebec Oriental.....	52, 571 66	1-809	-92914	51-69	51-69	101, 649 08	38 50	101, 687 58	-81674
63	Quebec Railway, Light & Power Co.....	66, 089 80	3-902	1, 947 95	2-81334	82-89	81, 100 60	843 00	82, 079 57	2-66445
64	Red Mountain.....	11, 562 84	3-872	2, 238 00	1-59614	80-63	16, 766 71	76 40	17, 114 92	1-94223
65	Rutland and Noyan.....	5, 443 41	-476	-2-25400	37-43	37-43	11, 544 19	.....	14, 544 19	1-85133
66	Salisbury and Albert.....	24, 218 44	2-374	-76694	65-43	65-43	36, 348 10	662 72	37, 010 87	1-17204
67	Schomberg and Aurora.....	7, 216 51	6-643	-31109	54-32	54-32	13, 262 29	.....	13, 284 41	-57267
68	Stansted, Shefford and Chambly.....	55, 816 26	2-624	729 62	1-39141	54 02	102, 351 12	2, 197 35	104, 669 02	1-23040
69	St. Clair Tunnel.....	347, 821 50	.....	.....	100-00	100-00	347, 821 50	.....	347, 821 50	.....
70	St. Lawrence and Adirondack.....	405, 814 61	1-041	479 57	3-15941	59-34	679, 739 50	4, 870 40	684, 681 76	1-99839
71	St. Martins.....	8, 208 93	4-434	-46536	55-31	55-31	14, 447 81	48 00	14, 787 22	-82828
72	Sydney and Louisburg.....	716, 625 28	1-033	30, 884 59	2-91031	91-36	797, 514 10	4, 756 89	15, 627 31	2-92552
73	Temiskaming.....	181, 159 26	2-227	435 76	2-18373	72-41	245, 336 74	2, 733 75	250, 769 87	1-57756
74	Temiskaming and Northern Ontario.....	871, 802 24	1-161	14, 591 45	1-92341	56-48	1, 509, 642 45	17, 543 31	1, 569, 226 15	1-77868
75	Thousand Islands.....	28, 857 61	10-508	-88300	62-40	62-40	43, 751 86	15 74	46, 241 43	1-41827
76	Toronto, Hamilton and Buffalo.....	1, 271, 882 92	1-169	86, 316 54	7-36878	74-37	1, 806, 731 84	17, 999 22	1, 826, 247 24	3-71386
77	Vancouver, Victoria and Eastern.....	676, 447 56	1-621	10, 927 57	3-44915	69-11	969, 715 65	13, 712 86	994, 614 86	2-89732
78	Victoria Terminal Ry. & Ferry Co.....	2, 804 64	6-478	17 50	4-26799	42-18	5, 987 80	702 61	6, 689 81	3-36679
79	Victoria and Sidney, B.C.....	38, 612 88	6-229	147 00	3-61542	49-18	76, 943 36	1, 892 22	78, 860 58	2-47227
80	Wabash (in Canada).....	1, 907, 949 28	-435	5, 805 81	2-08235	73-80	2, 587, 767 65	5, 178 78	2, 593, 103 71	1-58227
81	Wellington Colliery.....	79, 326 09	2-691	-2-64402	94-26	94-26	84, 162 49	.....	84, 162 49	2-80541
82	York and Carleton.....	3, 846 29	2-954	-44740	65-20	65-20	5, 898 84	.....	5, 898 84	-68945
Total.....										174, 084, 640 28

68-98 251,521,366 93 1,566,720 97 3,614,615 42 256,702,703 32

TABLE 8.—SUMMARY OF Operating Expenses for the Year ending June 30, 1913.

Name of Railway.	MAINTENANCE OF WAY AND STRUCTURES.										Tunnels.	Bridges, Trestles and Culverts.
	1	2	3	4	5	6	7	8	9	10		
	Super-intendence.	Ballast.	Ties.	Rails.	Other Track Material.	Roadway and Track.	Removal of Snow, Sand, and Ice.	Tunnels.	Bridges, Trestles and Culverts.			
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1 Algoma Central & Hudson Bay.....	4,604-89	523-31	6,177-04	197-92	1,246-30	51,680-31	10,601-76				17,186-54	
2 Atlantic, Quebec & Western.....	678-63				121-31	20,403-96	5,040-09				536-00	
3 Algoma Eastern.....	2,553-41		1,882-18	4-66	110-62	15,470-90	1,332-70		89-05		261-19	
4 Bay of Quinte.....	1,534-31	37-60	8,785-52	1-60	645-98	25,277-50	1,411-92				87-71	
5 Beddington & Nelson.....	1,719-73		787-23	28-25	18-04	1,818-40	201-61				214-25	
6 Brandon, Saskatchewan & Hudson Bay.....	3,892-81	4-85	7,041-85	82-25	791-85	20,017-61	8,271-32				1,441-50	
7 British Union.....	17-28		260-85	1-24	471-27	9,302-57	7,311-34				746-44	
8 Brockville, Westport & North Western.....	600-00	56-63	6,658-90		455-09	5,268-56	482-60				1,709-64	
9 Canada and Gulf Terminal.....	517-24				148-68	5,267-53	328-78				31-90	
10 Canada Southern.....	43,461-30	23,019-08	194,044-90	39,948-01	43,105-48	320,246-32	8,577-23				90,924-86	
11 Canadian Government Ry. (Antarctic).....	84,928-07	73,977-63	269,339-53	183,176-79	112,055-22	768,431-67	94,882-92				80,722-68	
12 " " " (P. E. Island).....	3,693-63	6,599-97	23,935-05	700-12	3,701-46	68,965-86	3,541-62				146,401-43	
13 Canadian Northern.....	83,675-45	7,532-24	714,309-90	22,462-63	129,345-47	1,535,999-89	130,383-06				146,401-43	
14 " " Ontario.....	9,835-18	745-33	72,682-74	6,417-30	16,679-74	181,293-57	9,295-69				9,583-48	
15 " " Quebec.....	40,426-18	4,701-11	37,564-81	3,863-51	29,302-46	131,340-25	25,014-46				41,602-86	
16 Canadian Pacific.....	701,659-99	377,990-47	2,020,964-01	1,290,551-55	968,105-37	7,483,898-92	878,538-34				1,000,057-53	
17 Cape Breton.....	250-00		1,728-26			3,496-15	628-25				9-00	
18 Cacquet.....	500-00		4,443-59		1,230-15	11,499-59					1,799-69	
19 Central Ontario.....	3,123-49	2,355-61	11,571-50	2,701-18	2,221-14	72,815-50	3,263-85				609-22	
20 Crow's Nest Southern.....	6,082-54		7,720-09	1,102-15	1,233-85	65,301-96	4,563-37				3,313-65	
21 Cumberland.....	903-75	3-80	7,465-82		89-07	9,939-31	795-48				342-51	
22 Dominion Atlantic.....	7,800-47	1,747-05	16,794-40	30,000-00	3,982-09	67,368-07	2,340-94				24,220-72	
23 Eastern British Columbia.....			1,204-60	50-87	9-00	3,711-31	1,727-39				74-80	
24 Elgin & Havelock.....			991-34		117-44	2,908-97	3-75				808-37	
25 Essex Terminal.....	779-68	3,003-50	599-70	1,000-00	193-66	4,819-87	181-30					
26 Esquimaux & Nainaimo.....	6,393-67	1,570-68	13,537-13	129-11	10,019-34	73,010-82	3,798-39				20,793-54	
27 Grand Trunk.....	117,196-25	72,539-75	704,275-12	257,761-69	218,788-11	1,767,868-23	160,244-72				406,397-80	
28 Grand Trunk (Canada Atlantic).....	17,766-45	2,808-80	98,524-42	4,841-12	17,062-19	165,850-06	16,880-51				66,101-36	
29 Grand Trunk Pacific.....	87,475-47	46,875-70	46,609-82	27,434-08	44,694-83	783,595-34	77,821-00				98,602-96	
30 Halifax & South Western.....	4,147-52	137-25	70,161-68	4,691-15	3,378-51	75,822-31	957-87				6,645-49	
31 Hereford.....	1,753-43	1,370-43	4,760-28	896-99	1,010-75	17,842-93	1,736-55				2,612-93	
32 Inverness Railway & Coal Co.....	1,408-65		4,300-00	2,041-20	2,302-25	17,370-68	1,528-54				1,755-89	
33 Irondale, Bancroft & Ottawa.....		61-95			827-28	6,945-55	724-26				233-72	



TABLE 8.—SUMMARY OF Operating Expenses for the Year ending June 30, 1913—Continued.

Number	Name of Railway.	MAINTENANCE OF WAY AND STRUCTURES.										18	19	20	
		11	12	13	15	16	17	18	19	20					
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Algoma Central & Hudson Bay		318 48			4,109 01						4,076 65	1,082 29	1,616 90	
2	Atlantic, Quebec & Western		923 80	283 02		91 65						824 86	121 55	540 69	
3	Algoma Eastern		3-40			1,626 57						542 57		255 63	
4	Bay of Quinte		625 99			91 26						1,990 75	76 74	201 82	
5	Bedfordton & Nelson		2 10			76						230 97	75 10	75 10	
6	Brandon, Saskatchewan & Hudson Bay		94 11	214 57		353 79						2,810 75	68 98	471 05	
7	British Yukon		2 34	36 55		428 53						6,017 64		200 67	
8	Brockville Westport & North Western		2,381 57									783 21		33 82	
9	Canada and Gulf Terminal		221 03			163 33						123 46		101 51	
10	Canada Southern	7,172 36	30,153 16	961 61	52,451 14	10,809 29						58,028 82	1,404 42	16,788 86	
11	Canadian Government Ry. (Intercolonial)	826 39	59,588 94	7,394 33	9,880 81	1,237 76						356,899 72	17,958 35	20,819 63	
12	" " "	23 73	7,554 03	895 82	358 37	1,141 92						19,132 26	992 15	2,261 10	
13	Canadian Northern	188 80	46,647 44	2,773 93	16,004 51	58,835 41						236,895 31	1,268 09	38,109 95	
14	" " Ontario		3,655 06		477 13	5,158 14						11,686 17		5,397 79	
15	" " Quebec	1 90	13,107 19	1,792 61	7,150 82	86 12						33,386 36		4,535 66	
16	Canadian Pacific	13,410 41	277,033 49	222,475 30	85,879 42	431,276 31						2,039,454 33	64,037 62	286,392 18	
17	Capo Breton		31 60									32 67		21 00	
18	Caracquet		424 37									586 21	1,197 67	150 00	
19	Central Ontario	700 00	5,667 91	1 70	2 30	255 03						4,995 01	1,682 93	1,197 67	
20	Crow's Nest Southern		149 58			94 55						1,827 54	80 46	1,682 93	
21	Cumberland	69 35	336 69	37 13	400 58	114 09						3,774 07	3,396 97	5,042 33	
22	Dominion Atlantic		7,732 10									6,433 27		5,042 33	
23	Eastern British Columbia		42 09	14 51		35 42						677 86	57 51	331 08	
24	Elgin & Havelock		424 64									111 77		60 91	
25	Essex Terminal		3,350 37									272 03		2,948 00	
26	Esquimalt & Nanaimo		128,564 15	10,331 64	18,919 86	306 18						17,742 46	5,111 39	2,948 00	
27	Grand Trunk	51,491 05	17,448 38	6,821 59	2,387 39	18,720 46						562,651 62	28,151 78	56,455 94	
28	Grand Trunk (Canada Atlantic)	546 97	12,739 39	6,735 35	4,901 89	17,366 32						57,481 74	621 14	7,658 69	
29	Grand Trunk Pacific	118 51	17,339 39	6,735 35	4,901 89	17,366 32						78,730 24	Cr. 5,383 09	26,821 96	
30	Halifax & South Western	59 21	4,333 26	4 96	19 90	365 97						7,887 00	202 54	1,269 08	
31	Hereford		1,680 21		55 24	8 20						513 93		353 66	
32	Inverness Railway & Coal Co.		1,215 63	496 82		207 88						2,673 48		317 52	

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33 Irondale, Bancroft & Ottawa.....	374 00	1 95	42 00	234 95	66 68
34 International of New Brunswick.....	78 98		259 26	154 08	276 64
35 Kent Northern.....					
36 Kettle Valley.....	723 51		35 44	128 11	850 39
37 Kingston & Pembroke.....			194 00	1,632 23	1,074 91
38 Klondike Mines.....				142 37	50 33
39 Lofbühne & Megantic.....	12 73	1 02	16 14	1,900 48 Cr.	241 22
40 London & Port Stanley.....	554 49	31 52			
41 Maine Central.....				1,524 31	963 29
42 Manitoba Great Northern.....	246 46	439 01	221 90	56 37	698 25
43 Maritime Coal, Railway & Power Co.....	316 54		5 20		206 71
44 Mississippi Valley.....	1,540 58	14 69	15 97	3,377 09	4,998 84
45 Moncton & Baetouche.....				191 38	53 07
46 Midland Railway Co. of Manitoba.....	71 63		14 95	861 00	36,006 75
47 Montreal & Atlantic.....	13,028 70	2,006 76	8,366 63		1,809 21
48 Montreal & Province Line.....	610 92	9 50	128 81		887 66
49 Montreal & Vermont Junction.....	278 46	6 47	191 07		395 39
50 Morrissey, Ferrie & Michel.....					647 23
51 Napierville Junction.....	203 65	136 25	103 10		7 84
52 Nelson & Fort Sheppard.....	48 52	117 22	263 27		597 05
53 New Brunswick Coal & Railway Co.....	12 12		170 71		1,540 15
54 New Brunswick & P.E. Island.....				118 42	72 92
55 New Westminster Southern.....	601 71 Cr.	44 30	17	8 50	
56 North Shore.....					
57 Ottawa & New York.....	2,636 29	1,002 70	181 10	7,475 66	633 80
58 Parc Marquette.....	8,070 15	1,290 04	137 47	14,628 80	1,118 25
59 Quebec Central.....	6,026 02	275 40		11,486 02	2,736 49
60 Quebec & Lake St. John.....	5,423 47	281 61	323 86	17,432 54	2,677 78
61 Quebec, Montreal & Southern.....	2,049 12	1,874 26	685 66	9,610 72	1,397 30
62 Quebec Oriental.....	734 00	37 52	20 20	783 80	825 12
63 Quebec Railway, Light & Power Co.....	380 48	36 67	61 26	801 62	197 07
64 Red Mountain.....	34 67	38 02	172 85	2,251 29	62 40
65 Rutland & Noyan.....	107 24	15 15	25 94	387 91	62 03
66 Salisbury & Albert.....	165 24	7 74		117 24	627 88
67 Schomberg & Anora.....				139 32	11 65
68 Stanstead, Shefford & Chambly.....	539 77	27 60	128 06	1,021 29	494 65
69 St. Clair Tunnel.....					
70 St. Lawrence & Adirondack.....	3,035 92	508 34	52 78	13,732 98	1,235 05
71 St. Martins.....					
72 Sydney & Louisburg.....	344 52		950 57	6,607 08	1,061 52
73 Temiscouata.....	5,588 66			2,807 58	863 41
74 Teniskaming & Northern Ontario.....	1,028 76	44 45	10,666 12	37,587 38	5,901 23
75 Thousand Islands.....	3,300 98			1,608 89	214 67
76 Toronto, Hamilton & Buffalo.....	192 41		299 54	19,944 36	3,957 86
77 Vancouver, Victoria & Eastern.....	10,105 78	1,544 89	2,006 23	9,095 36	3,748 71
78 Victoria Terminal Railway & Ferry Co.....	1,836 46 Cr.	6,871 99	6 02	61 57	5 51
79 Victoria & Sidney, B.C.....	7 52		95 47	1,126 21	91 11
80 Wash (in Canada).....	119 31			411 00	
81 Wellington Colliery Co.....	43 31				
82 York & Carleton.....					
Final total.....	636,579 68	228,825 65	607,447 92	3,006 07 3,731,335 36	125,635 99

522,636 91





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33	Irontale, Bancroft & Ottawa.....					9,515 24	127 64	688 78	
34	International of New Brunswick.....					19,462 40	692 55	5,647 87	
35	Kent Northern.....	4 02				6,795 41	500 00	1,005 49	
36	Kettle Valley.....		32 05			32,236 19	28 50	8,255 37	
37	Kingston & Pembroke.....	95 31		312 18		22,955 67		2,335 59	
38	Klonduke Mines.....	22 77				9,216 73		1,246 05	
39	Lotbinière & Mégantic.....	2 00	35			23,778 42	1,004 01	17,185 60	
40	London & Port Stanley.....	39 14		44 25		2,178 17	84 07	947 10 C.	
41	Maine Central.....	7 01				85,253 88	3,583 32	3,463 93	
42	Manitoba Great Northern.....	176 18	6 78	437 91		12,818 66	162 05	3,463 93	
43	Maritime Coal, Railway & Power Co.....	21 90		270 00		32,120 60	1,512 81	18,865 34	
44	Massachusetts Valley.....	37 32		354 02	280 00	8,498 69		875 65	
45	Moncton & Buctouche.....					40,062 58	3,120 89	9,980 91	
46	Midland Railway Co. of Manitoba.....	164 42	25	29,587 36		323,528 16	3,200 80	56,177 95	
47	Midland Railway Co. of Atlantic.....	282 14		736 80		42,705 23	759 40	106 77	
48	Montreal & Province Line.....	64 10				18,810 97	705 69	2,492 55	
49	Montreal & Vermont Junction.....	44 62		423 62		19,063 70	20,309 39		
50	Morrissey, Fernie & Michel.....					8,423 19	159 62	4,702 61	
51	Napierville Junction.....	27 35	13 16			33,217 32	339 55	3,772 16	
52	Nelson & Fort Sheppard.....	331 41	113 20	2 87		23,491 81		5,013 65	
53	New Brunswick Coal & Railway Co.....					7,340 82		3,221 08	
54	New Brunswick & P.E. Island.....					12,041 62	147 27	2,207 28	
55	New Westminster Southern.....	10 06	48 73	1 89		56,187 96	3,230 39	11,393 62	
56	North Shore.....	15 94	6 25			278,251 50	8,959 87	100,630 77	
57	Ottawa & New York.....	91 00	348 59	51 42	667 33	201,808 29	9,575 35	45,271 71	
58	Père Marquette.....	200 00	258 58	41 50	720 00	175,042 53	3,250 42	81,318 56	
59	Quebec Central.....	4 00	175 84	9 00	207 12	109,421 40	7,012 30	31,178 73	
60	Quebec & Lake St. John.....				7,738 05	24,631 43	630 30	3,968 65	
61	Quebec, Montreal & Southern.....	739 80	162 11	305 01		24,631 43	630 30	3,968 65	
62	Quebec Oriental.....					12,459 94	89 69	1,447 09	
63	Quebec Railway, Light & Power Co.....	2 79	15 68	50	354 48	3,701 64	76 80	3,088 75	
64	Red Mountain.....	5 38	15 76 C.	2 90	89 86	11,517 72		244 60	
65	Rurland & Noyan.....	14 08	5 74	542 80	88 46	6,192 51		854 36	
66	Salisbury & Albert.....					35,388 38	705 39 C.	407 98	
67	Stonemead, Aurora.....					13,241 88	256 00		
68	Stonemead, Sheffield & Chambly.....					98,745 78	2,881 87	9,426 98	
69	St. Clair Tunnel.....					6,068 39		757 65	
70	St. Lawrence & Adirondack.....	113 99	2 80	10 21	13,766 23	90,314 97	1,781 92	63,885 09	
71	St. Martins.....			3,361 25		59,484 69	3,023 95	6,814 94	
72	Sydney & Louisbourg.....			3,496 19		373,105 37	7,857 62	91,733 01	
73	Temiscouata.....		6 82			9,745 62		727 85	
74	Temiskaming & Northern Ontario.....	140 60	886 43	12 15	7,172 82	223,185 59	10,500 07	96,322 44	
75	Thousand Islands.....		10 15			375,347 29	3,321 29	57,169 92	
76	Toronto, Hamilton & Buffalo.....	2,432 02	534 27	28 84	1,692 57	706 36	11 65	303 02	
77	Vancouver, Victoria & Eastern.....	2,284 46	482 87	2,196 76	141 69	11,578 46	206 55	4,756 64	
78	Victoria Terminal Railway & Ferry Co.....					273,486 89	9,875 07	268,685 57	
79	Victoria & Sidney, B.C.....		30 64		3,109 22	19,413 35		16,103 87	
80	Wabash (in Canada).....					1,031 60			
81	Wellington Colliery.....								
82	York & Carleton.....								
Final totals.....							787,471 32/5,520,639 85	831,421 03	



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33 Irondale, Bancroft & Ottawa.....	415 95	24 72	368 46			
34 International of New Brunswick.....	1,854 01	1,981 96				
35 Kent Valley.....						
36 Kettle Valley.....						
37 Kingston & Pembroke.....	1,090 46	1,201 10				
38 Klondike Mines.....	589 10	1,457 45				
39 Lotbinière & Mégantic.....	3,456 03	456 96				
40 London & Port Stanley.....	79 18	5,199 69	46 13	6 85		
41 Maine Central.....	419 13	994 94	26 41	09		
42 Manitoba & Great Northern.....	1,245 45	Cr. 11 90	3,880 13			
43 Maritime Coal Railway & Power Co.....	25 44	4,145 13				
44 Mississippi Valley.....	4,370 33	18,322 56	2 58			
45 Moncton & Buctouche.....	374 25	982 02				
46 Midland Railway Co. of Manitoba.....	5,957 30	7,948 12	49 78	01		
47 Montreal & Atlantic.....	1,603 11	10,829 36	13 95	11,138 90		
48 Montreal & Province Line.....	84 09	28,400 00	1,946 45	340 94		
49 Montreal & Vermont Junction.....	16 16	1,882 23	706 18	3 66		
50 Morrissey, Fernie & Michel.....		9,446 69				
51 Napierville Junction.....	123 24	490 48				
52 Nelson & Fort Sheppard.....	1,157 22	1,255 59	1,454 59			
53 New Brunswick Coal & Railway Co.....	478 69	1,889 71				
54 New Brunswick & P. E. Island.....	118 52	860 66	3,437 58			
55 New Westminster Southern.....	643 24	5 38	807 99			
56 North Shore.....						
57 Ottawa & New York.....	2,366 55	4,161 20	146 04			
58 Père Marquette.....	14,230 92	238,246 49	190 56	28 31	2,737 33	
59 Quebec Central.....	10,410 12	326 02	872 26			
60 Quebec & Lake St. John.....	18,448 26	9,000 00	2,688 42			
61 Quebec, Montreal & Southern.....	7,525 79	25,464 33	1,215 97			
62 Quebec Oriental.....	1,853 58	28,883 71	288 35			
63 Quebec Railway, Light & Power Co.....	2,592 80	239 14	11 01			
64 Red Mountain.....	51 48	3,837 75	169 21			
65 Rutland & Noyan.....	239 38	780 99	41 54	4 36		
66 Salisbury & Albert.....	265 01	776 90				
67 Schomberg & Aurora.....		456 62				
68 Stanstead, Shefford & Chambly.....	260 69	103 00	654 54	241 51		
69 St. Clair Tunnel.....		552 81				
70 St. Lawrence & Adirondack.....	2,902 66	466 66	136 88	76 63		
71 St. Martins.....	56 50	2,023 58				
72 Sydney & Louisburg.....	3,625 66	13 72	3,832 59			
73 Temiscouata.....	2,459 74	7,637 97	404 26			
74 Temiskaming & Northern Ontario.....	52,652 93	8,920 11	14,530 46	2,899 74		
75 Thousand Islands.....	75 52	162 00				
76 Toronto, Hamilton & Buffalo.....	15,485 45	690 00	4,482 99	705 80	2,330 09	
77 Vancouver, Victoria & Eastern.....	9,695 21	13,030 11	11,179 68			
78 Victoria Terminal Railway & Ferry Co.....	28 25	49 89				
79 Victoria & Sidney, B.C.....	445 92	788 09				
80 Wabash (in Canada).....	43,815 14	149,687 11	713 58			
81 Wellington Colliery.....	450 00	9,551 93				
82 York & Carleton.....						
Final total.....	4,524,273 56	462,943 86	10,283,689 07	1,631,357 89	964,522 50	113,639 32
	9,362 44					

TABLE 8. SUMMARY of Operating Expenses for the Year ending June 30, 1913—Continued.

Name of Railway.	MAINTENANCE OF EQUIPMENT—Continued.									
	52	55	56	57	58	60	62	64	67	
	Electrical Equipment —Renewals.	Shop Machinery and Tools.	Power Plant Equipment.	Injuries to Persons.	Stationery and Printings.	Other Expenses.	Maintaining Equipment at Terminals, Dc.	Maintaining Equipment at Terminals, Ct.	Total Main- tenance of Equip. Equip.	
	\$	\$	\$	\$	\$	\$	\$	\$	\$	
1 Algona Central & Hudson Bay		1,512 78		1 50	219 55	136 00			56,433 29	
2 Atlantic, Quebec & Western		37 68			53 61	247 55			7,015 42	
3 Algoma Eastern		54 88							14,827 53	
4 Bay of Quinte		19 14				263 88			46,674 49	
5 Beclington & Nelson		26 90							710 21	
6 Brandon, Saskatchewan & Hudson Bay		388 87		109 26	27 63				13,678 63	
7 British Yukon		169 17		0 32	10 19	41 61			10,239 81	
8 Brockville, Westport & North Western		135 45				49 75			3,263 90	
9 Canada and Gulf Terminal						463 18			5,512 53	
10 Canada Southern	5 00	7,999 95		2,591 95	3,553 83	45 83	7,869 72		1,143,921 19	
11 Canadian Government Ry. (Intercolonial)		45,856 18		1,298 78	11,606 28	39,463 85	6,253 91		3,141,980 25	
12 " " (P. E. Island)		4,245 56		24 95	286 67	7,383 14			88,278 00	
13 Canadian Northern		132,778 92		13,700 07	7,326 11	1 80	9,585 09	1,745 53	133,632 69	
14 " " Ontario		3,739 70		19 46	1,385 86	37 23			653,092 57	
15 " " Quebec		4,872 16		166 32	383 23				200,363 90	
16 Canadian Pacific		737,826 91		55,408 75	51,430 19		10,731 03		1,999 11	
17 Cape Breton		265 00			59 98				7,234 96	
18 Caraqueb		268 82			31 09				22,820 97	
19 Central Ontario		557 70		176 69	41 63	50 70			29,981 19	
20 Crow's Nest Southern						460 97			19,328 67	
21 Cumberland		671 94		52 04	266 57	334 78			88,163 00	
22 Dominion Atlantic		10 47							3,811 30	
23 Eastern British Columbia						12 45			2,485 58	
24 Elgin & Havelock									1,645 48	
25 Essex Terminal									154,618 50	
26 Esquimalt & Nanaimo		1,523 92		5 00	154 30				154,618 50	
27 Grand Trunk		336,166 96		10,393 43	18,792 08	Ct. 1,545 45	431 02	103,443 21	6,401,438 05	
28 Grand Trunk (Canada Atlantic)		27,112 75		400 27	1,375 63	Ct. 136 58		10 46	390,798 84	
29 Grand Trunk Pacific		39,292 93	8,185 03	817 06	6,258 18	131,968 57	6,294 31	73 92	2,174,127 93	
30 Halifax & South Western		21,222 16		80 76			650 00		48,004 05	
31 Herclord		261 61		1 22	88 96				23,375 69	
32 Inverness Railway & Coal Co.		718 76			74 68	289 12			25,059 69	

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33	Irondale, Baneroff & Ottawa.....	46 46	0 72	240 76	0 72	1,304 27
34	International of New Brunswick.....	261 68	2 50			11,049 79
35	Kent Northern.....					1,505 49
36	Kettle Valley.....					
37	Kingston & Pembroke.....	188 86			6,213 87	17,033 05
38	Klondike Mines.....	84 35			275 95	4,371 34
39	L'Ornière & Maganie.....	95 44			1,807 86	4,195 41
40	London & Port Stanley.....	1,022 53	76 55	125 80		28,820 35
41	Maine Central.....	30 43	12 17			2,498 77
42	Manitoba Great Northern.....	229 88	18 26	69 10	27 60	13,529 46
43	Maritime Coal Railway & Power Co.....	134 43	20 85			3,661 58
44	Massawippi Valley.....	379 00	68 83	38 38	0 30	44,190 21
45	Moncton & Baerouche.....					2,229 90
46	Midland Railway Co. of Manitoba.....	1,185 72	246 83	276 79	69 28	30,009 17
47	Montreal & Atlantic.....	3,906 86	384 71			129,827 51
48	Montreal & Province Line.....	101 84	3 00			7,194 22
49	Montreal & Vermont Junction.....		101 47	7 44		16,868 17
50	Morrissey, Fernie & Michel.....	2,800 58	58 41		39 41	35,946 65
51	Napierville Junction.....		24 35			5,534 36
52	Nelson & Fort Sheppard.....	228 59				8,930 89
53	New Brunswick Coal & Railway Co.....	2,446 87				9,828 92
54	New Brunswick & P. E. Island.....					9,176 46
55	New Westminster Southern.....					4,012 50
56	North Shore.....	131 36	45 80		14 40	
57	Ottawa & New York.....	1,152 70	63 65		3 64	22,587 56
58	Père Marquette.....	9,030 86	680 66			452,367 86
59	Quebec Central.....	6,132 73	245 99	1,122 26	646 44	175,222 16
60	Quebec & Lake St. John.....	3,101 88	279 64	1,633 70	5,315 50	135,100 88
61	Quebec Montreal & Southern.....	1,921 41	700 12	339 80	209 47	81,374 28
62	Quebec Oriental.....	1,250 70		136 00	1 12	12,768 61
63	Quebec, Railway, Light & Power Co.....	1,25 08	23 95		547 89	14,021 27
64	Red Mountain.....	26 58	1 46		3,084 81	
65	Rutland & Noyan.....	53 45	5 60		97 41	2,621 24
66	Salisbury & Albert.....	62 09			133 27	4,003 74
67	Schomberg & Aurora.....					347 00
68	Stanstead, Shefford & Chambly.....	171 41	40 59	3 00		10,313 98
69	St. Clair Tunnel.....				3,474 41	14,993 21
70	St. Lawrence & Adirondack.....	512 40	252 70	3,957 75	1 62	23,314 47
71	St. Martins.....					827 87
72	Sydney & Louisbourg.....					159,324 59
73	Teniscouata.....		66 80		457 34	27,606 38
74	Teniscouata & Northern Ontario.....	6,487 67	884 61	162 69	7,198 72	249,127 97
75	Thousand Islands.....				1,653 33	987 45
76	Toronto, Hamilton & Buffalo.....	6,375 18	665 46	584 87	22 08	170,602 25
77	Vancouver, Victoria & Eastern.....	1,872 15	140 33	806 99	211 94	192,076 51
78	Victoria Terminal Railway & Ferry Co.....	9 74				402 55
79	Victoria & Sidney, B.C.....	153 57				6,350 77
80	Wabash (in Canada).....	16,591 57	1,285 54	166 28	133 67	577,258 71
81	Wellington Colliery.....					26,105 80
82	York & Carleton.....				148 35	148 35
	Final total.....	5,399 84	112,751 91	8,423 79	210,893 32	197,444 78
		1,417,051 32		94,548 63	255,671 36	37,289,718 47

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1913—Continued.

Name of Railway.	TRAFFIC EXPENSES.										Stationery and Printing.	Expenses.
	69	70	71	72	73	74	75	77				
	Superintendence.	Outside Agencies.	Advertising.	Traffic Associations.	Fast Freight Lines.	Industrial and Immigration Bureaus.	Stationery and Printing.	Expenses.				
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1 Algoma Central & Hudson Bay.....	3,196 58		732 69	102 07			349 57	1 50				
2 Atlantic, Quebec & Western.....												
3 Algoma Eastern.....	1,010 19		89 41				55 50					
4 Bay of Quinté.....	1 51	4 00	311 90	152 54			982 33	1 50				
5 Beddington & Nelson.....												
6 Brandon, Saskatchewan & Hudson Bay.....	476 25	1,353 72	1,079 04	33 66		467 53	219 09	1 81				
7 British Yukon.....	1,237 53	2,363 49	1,728 79				347 09					
8 Broekville, Westport & North Western.....	689 63		230 57				47 78					
9 Canada and Gulf Terminal.....	50,925 93	54,658 14	27,190 04	3,105 63	60,801 70	1,878 44	26,351 29	26 61				
10 Canada Southern.....	66,959 84	96,344 72	42,929 43	3,607 10			35,696 25	864 82				
11 Canadian Government Ry. (Intercolonial).....			99 74				42 00					
12 Canadian Northern.....	99,423 42	152,061 92	96,134 60	5,173 76		42,062 55	33,075 15	20 00				
13 " " Ontario.....	17,275 28	1,806 11	9,746 57	843 61			3,210 14	36 25				
14 " " Quebec.....	20,332 58	6,343 28	3,396 59	338 68			4,637 75					
15 " " ".....	566,032 06	1,631,707 52	724,941 57	58,963 14	53,536 53	45,599 35	270,328 94	5,871 74				
16 Canadian Pacific.....	500 00		72 40									
17 Cape Breton.....	1,258 42	190 00	561 24	165 53			133 15					
18 Caracquet.....	754 12	2,204 57	1,134 59	67 62			960 21					
19 Central Ontario.....	8 55		50 00			669 30	363 60	4 15				
20 Crow's Nest Southern.....												
21 Cumberland.....	8 55						20 69	68				
22 Dominion Atlantic.....	8,053 63	4,087 76	5,693 53	583 16			2,054 07	69 00				
23 Eastern British Columbia.....												
24 Elgin & Havelock.....												
25 Essex Terminal.....												
26 Esquimalt & Nanaimo.....	87 21	494 76	11 80									
27 Grand Trunk.....	192,521 06	620,587 13	99 10	35,718 55	45,554 38	3,846 61	88,273 62	2,737 91				
28 Grand Trunk (Canada Atlantic).....	16,205 76	49,046 74	15,231 65	2,985 47	3,878 59	321 83	7,448 29	221 16				
29 Grand Trunk Pacific.....	34,148 92	51,548 55	27,239 08	341 48			12,323 40	2,189 20				
30 Halifax & South Western.....	5,739 20	3,840 73	2,778 49	229 51			640 80					
31 Hereford.....	1,012 24	184 77	1,215 62	31 85	71 96	129 59	236 61	12				
32 Inverness Railway & Coal Co.....	76 68		204 15			5 75	37 34					

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33	Irondale, Bancroft & Ottawa.....	11 12	163 94	81 20	18 22	147 17	4 50
34	International of New Brunswick.....	326 08	550 25			20 12	16 50
35	Kent Northern.....						
36	Kettle Valley.....	65 00		76 11		113 56	
37	Kingston & Pembroke.....	783 60					
38	Klondike Mines.....						
39	Lotbinière & Megantic.....						
40	London & Port Stanley.....	1, 879 36	2, 702 10	102 77	250 69	50	623 79
41	Maine Central.....	1, 733 83	31 63	5 69	14 41	43 79	02
42	Maine Central.....	369 82	1, 110 36	33 99		185 56	1 17
43	Manitoba Great Northern.....						
44	Manitoba Coal, Railway & Power Co.....	1, 565 69	336 83	216 39		87 12	
45	Massachusetts Valley.....						
46	Moncton & Buctouche.....	1, 421 31	3, 994 37	87 96	1, 202 87	638 85	45 36
47	Midland Railway Co. of Manitoba.....				10, 197 43		
48	Montreal & Atlantic.....	444 77	452 87	19 08		156 46	2 66
49	Montreal & Province Inc.....	1, 109 36	1, 756 04	47 86		376 52	25 90
50	Montreal & Vermont Junction.....						
51	Morrissey, Fernie & Michel.....	405 82	14 24	1 82		22 32	
52	Napierville Junction.....	405 11	1, 136 53	28 35	50	189 83	1 85
53	Nelson & Fort Sheppard.....				411 22		
54	New Brunswick Coal & Railway Co.....						
55	New Brunswick & P. E. Island.....						
56	New Westminster Southern.....	174 97	529 06	16 51	151 90	82 67	1 04
57	North Shore.....						
58	Ottawa & New York.....	3, 937 10	1, 363 35	118 29	10 04	1, 033 13	71
59	Père Marquette.....	18, 409 10	26, 172 66	1, 336 05	4, 528 36	5, 566 72	11
60	Quebec Central.....	8, 478 71	10, 177 60	848 38		2, 375 21	248 56
61	Quebec & Lake St. John.....	18, 416 07	3, 404 38	132 11		2, 371 10	75
62	Quebec, Montreal & Southern.....	3, 949 72	330 35	111 82	6 66	567 17	3 00
63	Quebec Railway, Light & Power Co.....	134 68	527 28	49 32		27 33	35
64	Red Mountain.....	56 40	183 48	7 48	28 90	32 47	31
65	Rutland & Noyan.....	234 97	327 15	6 84	13	58 02	4 97
66	Salisbury & Albert.....						
67	Schomberg & Aurora.....						
68	Stanstead, Shefford & Chambly.....	446 28	576 06	20 51		148 91	10 46
69	St. Clair Tunnel.....						
70	St. Lawrence & Adirondack.....	1, 218 75	3, 477 54		213 03	649 53	1 82
71	St. Martins.....	32 00	10 70				
72	Sydney & Louisburg.....	774 43	885 08	195 85			156 75
73	Temisconata.....	2, 389 32	1, 034 78	137 31	157 81		
74	Temiskaming & Northern Ontario.....	9, 658 57	3, 812 45	67 77	2, 028 45	2, 600 47	
75	Thousand Islands.....						
76	Toronto, Hamilton & Buffalo.....	13, 500 49	2, 771 03	473 31	1, 018 14	86 26	1, 286 22
77	Vancouver, Victoria & Eastern.....	2, 549 27	7, 447 06	4, 220 74	2, 274 42	1, 233 57	15 09
78	Victoria Terminal Railway & Ferry Co.....			1 92			
79	Victoria & Sidney, B.C.....	1, 031 93	29 08				
80	Wabash (in Canada).....	19, 693 28	54, 985 74	1, 881 49	8, 872 86	6, 958 50	10 96
81	Wellington Colliery.....						
82	York & Carleton.....						
	Final total.....	202, 432 31	2, 822, 800 17	119, 110 54	189, 046 33	102, 157 51	12, 599 31





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	1,222 53	421 65	1,840 70	1,255 60	26 41
33 Ironlake, Bancroft & Ottawa.....	475 54	900 95	1,275 60	327 04	
34 International of New Brunswick.....	500 00		1,025 15		
35 Kent Northern.....	93 69		69 99	49 95	
36 Kettle Valley.....	1,145 27		7,558 17	595 49	
37 Kingston & Pembroke.....	1,011 93		5,164 75	263 05	
38 Klondike Mines.....			932 60	177 80	
39 Lotbiniere & Moegantic.....	103 27		12,286 00	434 65	2,068 17
40 London & Port Stanley.....	1,442 04				
41 Maine Central.....	6,343 52		5,410 80	1,151 10	
42 Manitoba Great Northern.....	2,483 28		1,180 00	251 27	
43 Maritime Coal, Railway & Power Co.....	2,569 59		23,940 71	2,076 42	
44 Mississippi Valley.....	2,967 46		1,315 00		
45 Moncton & Ruetouche.....			42,401 52	85 63	16,950 26
46 Midland Railway of Manitoba.....	4,508 40		66,898 51	35 70	8,680 91
47 Montreal & Atlantic.....	10,197 43		3,558 31	1,245 00	
48 Montreal & Province Line.....	8,264 19		3,579 05	716 83	
49 Montreal & Vermont Junction.....	1,216 44		1,960 15	29 43	
50 Morrissey, Fermie & Michel.....	659 22		2,487 45	198 96	
51 Naperville Junction.....	1,662 53		2,911 60	416 80	
52 Nelson & Fort Sheppard.....	1,980 00		2,490 50		
53 New Brunswick Coal & Railway Co.....	272 18			40 02	
54 New Brunswick & P. E. Island.....	1,450 76			1,754 38	
55 New Westminster & Southern.....	429 72			32 08	
56 North Shore.....					
57 Ottawa & New York.....	1,109 54				
58 Pere Marquette.....	6,713 64		16,152 65	73 32	10,288 03
59 Quebec Central.....	59,158 15		84,794 70	2,460 06	6,161 65
60 Quebec & Lake St. John.....	27,340 00		82,855 87	831 99	10,402 24
61 Quebec, Montreal & Southern.....	27,137 35		43,019 01	286 82	6,222 86
62 Quebec Oriental.....	5,077 97		25,153 69	3,154 42	774 90
63 Quebec Railway, Light & Power Co.....	3,425 92		4,909 30	747 12	73 51
64 Red Mountain.....	885 50		3,084 85	697 80	230 95
65 Rutland & Novan.....	1,675 43		3,571 95	385 94	
66 Salisbury & Albert.....	309 09		613 27	67 97	48 41
67 Schomberg & Aurora.....	822 99		1,412 00	63 30	
68 Stansstead, Shefford & Chambly.....	12 55				
69 St. Clair Tunnel.....	1,381 52		9,331 24	1,327 64	93 00
70 St. Lawrence & Adirondack.....	7,210 21		14,297 03	138 87	
71 St. Martins.....	42 70		300 00	466 00	
72 Sydney & Louisburg.....	2,941 62		18,894 67	26,362 44	3,519 43
73 Temiscouata.....	3,719 22		10,663 71	134 22	1,032 63
74 Thousand Islands & Northern Ontario.....	18,313 66		116,895 99	438 37	16,071 00
75 Toronto, Hamilton & Buffalo.....	11,139 00		4,367 08	23 73	984 91
76 Vancouver, Victoria & Eastern.....	21,774 09		125,314 47	487 56	8,251 15
77 Victoria Terminal Railway & Ferry Co.....	17,954 10		60,850 11	347 22	5,473 46
78 Victoria & Sidney, B.C.....	60 96		340 98		74 91
79 Wabash (in Canada).....	1,061 61		5,272 35		1,251 68
80 Wellington Colliery.....	99,692 53		20,785 33	4,672 39	1,780 13
81 Wellington Colliery.....					
82 York & Carleton.....					
Final total.....	6,143,200 85	2,171,316 02	1,200,662 39	13,900,412 42	10,322 98
				72,212 17	1,336,324 49
					864,259 37

TABLE 8.—SUMMARY OF Operating Expenses for the Year ending June 30, 1913—Continued.

Number.	Name of Railway.	TRANSPORTATION EXPENSES—Continued.											
		90	91	92	93	95	96	97	98	99	100	101	
		Yard Conductors and Brakemen.	Yard Switch and Signal Tenders.	Yard Supplies and Expenses.	Yard Enginemen.	Enginehouse Expenses—Yard.	Fuel for Locomotives.	Water for Yard Locomotives.	Lubricants for Yard Locomotives.				
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Algonia Central & Hudson Bay	12,303 08	592 69	193 13	8,923 10	1,377 20	12,943 85	305 47	320 13				
2	Atlantic, Quebec & Western												
3	Algonia Eastern												
4	Bay of Quinte		272 60	425 25									
5	Bedfordton & Nelson												
6	Brandon, Saskatchewan & Hudson Bay												
7	British Yukon	509 52			705 77		840 74						
8	Brockville, Westport & North Western												
9	Canada and Gulf Terminal												
10	Canada Southern	295,414 49	25,713 56	4,019 29	108,807 16	56,612 21	146,072 68	7,533 30	2,772 43				
11	Canadian Government Ry. (Intercolonial)	194,512 26	14,762 17	21,629 70	163,086 18	59,461 02	237,669 99	12,896 73	3,380 31				
12	(P. E. Island)	2,788 71		61 05	3,868 51	1,557 72	4,034 60	130 00	115 52				
13	Canadian Northern	328,894 87	9,054 98	5,962 99	211,226 56	56,040 40	298,847 15	20,023 82	6,924 87				
14	Ontario	22,962 78	475 94	84	15,027 46	4,119 97	8,934 86	228 73	484 84				
15	Quebec	29,636 70	1,596 60	959 87	19,645 75	4,888 43	44,743 26	13 68	444 69				
16	Canadian Pacific	2,134,581 34	113,960 57	48,509 23	1,319,945 29	488,015 71	1,508,223 92	74,581 42	17,655 39				
17	Cape Breton	1,618 00											
18	Caracquet					465 00							
19	Central Ontario	2,569 86			2,063 10	362 39	3,844 70	85 41					
20	Crow's Nest Southern												
21	Cumberland	9,433 08			7,409 26	2,585 87	15,774 26	155 01	281 04				
22	Dominion Atlantic												
23	Eastern British Columbia												
24	Elgin & Havelock												
25	Essex Terminal					592 58	286 00						
26	Esquimaux & Nanaimo	10,633 36	35 40	1 71	7,399 42	725 49	4,270 84	229 20	81 48				
27	Grand Trunk	911,469 68	91,382 03	12,358 27	552,030 24	99,342 21	649,403 80	22,020 63	9,381 89				
28	Grand Trunk (Canada Atlantic)	50,545 59	3,073 81	4,597 96	30,186 94	8,232 73	44,310 01	1,769 19	768 63				
29	Grand Trunk Pacific	101,540 62	9,369 44	2,059 47	61,336 73	17,386 48	139,794 14	4,624 67	4,179 96				
30	Halifax & South Western	1,638 79		56 96	1,286 18	120 00	1,458 10	20 00	42 34				
31	Hereford				431 95		506 52	26 46					
32	Hereford Railway & Coal Co.	2,329 03		71 66	1,948 14	590 12	2,917 49		109 29				



TABLE 8. SUMMARY of Operating Expenses for the Year ending June 30, 1913—Continued.

Number	Name of Railway.	TRANSPORTATION EXPENSES—Continued.										Water for Road Locomotives.
		Other Supplies for Yard Locomotives.	Operating Joint Yards and Terminals—Dr.	Operating Joint Yards and Terminals—Cr.	Motormen.	Road Enginemen.	Engine-house Expenses Road.	Fuel for Road Locomotives.	Water for Road Locomotives.			
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
99			101	102	101	105	106	108	109			
1	Algonia Central & Hudson Bay	94 93					4,961 01	27,395 53			1,420 61	
2	Atlantic, Quebec & Western						853 21	19,157 83			703 17	
3	Algonia Eastern	989 96					1,109 55	9,469 82			343 82	
4	Bay of Quinte	578 55					885 07	44,575 01			1,023 88	
5	Bedfordton & Nelson						21 05	224 19			32 05	
6	Brandon, Saskatchewan & Hudson Bay						2,052 82	10,725 01			960 61	
7	British Yukon	7 04					1,839 72	11,717 43			498 84	
8	Brookville, Westport & North Western						1,633 47	8,335 80			551 85	
9	Canada and Gulf Terminal						2,141 42	5,442 59			331 14	
10	Canada Southern	2,524 39	113,256 24	11,782 01		314,898 12	83,271 17	797,584 66			40,061 11	
11	Canadian Government Ry. (Intercolonial)	2,204 17	124,782 08	51,204 30		710,420 84	282,904 72	2,110,623 96			66,786 41	
12	" " (P. E. Island)	124 86				29,241 76	13,122 45	2,553 51			2,523 11	
13	Canadian Northern	4,626 00	345,524 54	25,663 90		1,156,357 11	546,863 79	2,576,741 51			190,164 18	
14	" " Ontario	94 00	2,809 77			70,856 51	25,525 17	176,668 71			8,188 25	
15	" " Quebec	337 61	8,142 87	487 13		83,917 69	18,679 56	211,721 40			7,901 00	
16	Canadian Pacific	39,843 25	390,872 79	179,517 47		5,387,629 48	1,647,426 70	11,122,043 51			564,343 34	
17	Cape Breton						2,587 75	3,466 20				
18	Carriacou						960 00	13,291 92				
19	Central Ontario		4,643 27	1,069 98		18,346 51	6,578 01	48,381 31			1,891 61	
20	Crow's Nest Southern					13,163 29	1,036 66	24,064 60			763 23	
21	Cumberland					8,373 93	2,468 24	10,471 63			141 75	
22	Dominion Atlantic					43,773 56	19,352 10	163,477 73			2,234 62	
23	Eastern British Columbia	80 32	1,840 50				936 00	1,863 18			105 19	
24	Elgin & Havelock							1,696 45				
25	Essex Terminal						3,449 10	2,145 25				
26	Esquimaux & Nanaimo	76 91	7,535 50			34,725 22	19,169 86	55,219 51			1,980 87	
27	Grand Trunk	16,236 10	83,624 62	527,006 77		1,732,066 40	374,323 68	4,168,808 44			166,483 21	
28	Grand Trunk (Canada Atlantic)	1,386 00	2,477 24	179 97		133,561 38	39,543 59	351,936 27			14,288 76	
29	Grand Trunk Pacific	2,251 01	186,859 71	753 71		398,000 63	132,553 64	931,896 07			86,439 39	
30	Halifax & South Western		35,383 85			30,532 25	8,508 11	88,596 86			2,307 01	
31	Hereford		1,430 65			8,676 40	2,395 97	21,794 26			711 57	
32	Inverness Railway & Coal Co.	31 74				6,708 72	2,172 33	11,493 46			269 97	

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33 Irondale, Bancroft & Ottawa.....				1,292 10	471 53	4,590 44	105 18
34 International of New Brunswick.....				4,891 08	1,491 89	16,484 40	73 73
35 Kent Northern.....				1,050 00		3,285 34	11 00
36 Kettle Valley.....				291 03		700 56	451 01
37 Kingston & Pembroke.....		1,776 27		5,660 55	2,261 72	15,180 08	374 40
38 Klondike Mines.....				5,232 23	1,739 28	10,110 06	28 25
39 Lotbiniere & Megantic.....				1,197 60	3,926 62	3,728 37	1,077 78
40 London & Port Stanley.....				11,469 27	502 68	22,311 04	139 46
41 Maine Central.....				2,403 37	1,081 38	4,074 75	203 75
42 Maritime Coal, Northern.....		1,127 25		3,193 48	1,081 26	8,804 45	518 25
43 Manitoba Great Railway & Power Co.....				3,193 48	5,821 61	8,834 81	1,794 59
44 Mississippi Valley.....		1,271 91		22,683 39	419 75	38,291 80	30 00
45 Moncton & Buctouche.....				1,394 80	7,116 92	3,672 41	1,477 62
46 Midland Railway Co. of Manitoba.....		11,772 91		24,106 83	18,545 26	63,738 16	2,217 76
47 Montreal & Atlantic.....		51,738 14		62,214 99	1,249 88	136,267 84	659 70
48 Montreal and Province Line.....		402 96		5,440 75	105 56	16,244 70	1,071 99
49 Montserrat & Vermont Junction.....			318 95	8,580 90	1,551 90	13,621 07	307 00
50 Morrissey, Fernie & Michel.....				2,263 23	1,002 39	9,309 45	308 23
51 Napierville Junction.....			48 09	4,884 43	658 28	7,908 77	399 92
52 Nelson & Fort Sheppard.....		6,867 69		4,896 39		10,324 08	331 66
53 New Brunswick Coal & Ry Co.....			428 11	4,196 79		5,911 25	125 00
54 New Brunswick & P. E. Island.....				4,196 79		2,551 58	Cr.
55 New Westminster Southern.....				2,713 85	18 90	837 00	1,176 56
56 North Shore.....				9,411 85	3,443 89	22,332 83	8,848 31
57 Ottawa & New York.....		2,599 39	399 50	92,987 58	13,537 39	221,903 15	500 00
58 Pere Marquette.....		37,325 49		79,755 07	14,065 78	250,802 57	7,564 16
59 Quebec Central.....		4,835 79	229 26	58,773 70	21,443 43	176,287 19	3,665 91
60 Quebec & Lake St. John.....		140 00	3,285 47	14,254 44	6,825 48	53,269 77	4 85
61 Quebec, Montreal & Southern.....		435 00	904 00	7,162 85	3,484 53	22,918 12	139 22
62 Quebec Oriental.....				3,223 10	218 49	9,706 53	185 63
63 Quebec Railway, Light & Power Co.....				1,971 84	445 97	3,119 47	43 82
64 Red Mountain.....			118 07	1,707 39	213 61	1,467 24	
65 Rutland & Noyan.....		131 26		2,909 50	7 75	6,390 79	
66 Salisbury & Albert.....				2,646 03	822 94	2,452 53	
67 Schomberg & Aurora.....				4,993 98	1,301 75	19,692 71	547 91
68 Stanstead, Shefford & Chambly.....		450 08		14,232 75			
69 St. Clair Tunnel.....				35,161 36	6,654 27	113,967 71	1,630 63
70 St. Lawrence & Adirondack.....		56,155 61	240 00	1,064 85	10,431 71	2,266 60	2,803 46
71 St. Martins.....				48,680 55	11,537 33	33,448 82	954 33
72 Sydney & Louisburg.....				10,528 95	39,208 79	214,673 14	15,612 21
73 Temiscouata.....				69,724 58	69 60	4,578 91	7,047 06
74 Temiskaming & Northern Ontario.....		6,723 30	71,250 31	47,385 01	22,961 89	95,192 66	4,187 50
75 Thousand Islands.....				2,594 30	9,389 59	85,404 69	9 78
76 Toronto, Hamilton & Buffalo.....			100,708 58	49,923 47	47 07	646 12	10,123 80
77 Vancouver, Victoria & Eastern.....		426 08		277 96		10,123 80	154 82
78 Victoria Terminal Railway & Ferry Co.....				4,354 90	739 02	244,008 28	13,404 63
79 Victoria & Sidney, B.C.....			962 97	122,359 60	24,004 59	20,930 00	50 00
80 Wabash (in Canada).....		323,182 54		8,465 52		548 00	
81 Wellington Colliery.....				1,080 00			
82 York & Carleton.....							
Final total.....	71,921 74	2,028,103 81	979,558 75	11,157,678 39	3,463,128 56	25,089,444 90	1,243,782 32

TABLE S.—SUMMARY OF Operating Expenses for the Year ending June 30, 1913—Continued.

Number.	Name of Railway.	TRANSPORTATION EXPENSES—Continued.										
		Fabricants for Road Locomotives.	Other supplies for Road Locomotives.	Operating Power Plants.	Purchased Power.	Road Trainmen.	Train Supplies and Expenses.	Interlockers, Block and other Signals—Operation.	Crossing Flagmen and Gatemen.			
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1	Algonia Central & Hudson Bay	650 16	258 27	14,317 67		3,842 18	39 45				385 70	
2	Atlantic, Quebec & Western	641 71	202 08	5,003 75		1,076 55						
3	Algonia Eastern	176 91	101 68	4,428 00		794 66	377 46					
4	Bay of Quinte	953 69	218 11	16,454 61		1,346 24	1,746 28					
5	Bedlington & Nelson	4 50	1 71	222 05								
6	Brandon, Saskatchewan & Hudson Bay	171 82	266 36	8,195 89		2,563 28	5,227 76				9 45	
7	British Yukon	183 39	74 55	4,944 52		768 58						
8	Brockville, Westport & North Western	150 68	48 62	4,060 30		699 60						
9	Canada and Gulf Terminal		340 85	2,245 53		352 41						
10	Canada Southern	12,444 23	7,317 83	301,578 16		67,048 15	43,472 33				7,908 86	
11	Canadian Government Ry. (Intercolonial)	31,287 48	18,914 89	903,283 06		222,790 43	10,546 56				16,172 36	
12	" " (P. E. Island)	1,048 33	1,144 28	38,360 48		9,509 86	143 70				505 79	
13	Canadian Northern	64,368 05	43,406 87	1,452,998 24		308,181 04	39,620 39				7,163 07	
14	" " Ontario	6,307 98	2,202 23	68,473 88		22,817 43	8,130 42				3,772 50	
15	" " Quebec	3,087 38	3,174 60	81,038 90		18,508 14	7,252 72				7,384 19	
16	Canadian Pacific	173,002 35	271,677 95	5,594,725 84		2,261,707 37	67,301 85				42,440 64	
17	Cape Breton	228 00				70 11						
18	Caracquet	560 12	180 44	6,416 40		380 00						
19	Central Ontario	721 24	65 74	21,672 33		1,630 30	142 18				467 44	
20	Crow's Nest Southern	327 42	193 23	13,110 58		3,915 00						
21	Cumberland	589 49	132 35									
22	Dominion Atlantic	1,859 95	697 05	56,358 82		14,642 77	202 14				10 34	
23	Eastern British Columbia	494 39	381 47	2,843 87		388 08					427 36	
24	Edgin & Hayvelock	233 17	118 11	1,313 34		4 50						
25	Essex Terminal		50 99	5 85			988 47					
26	Esquimalt & Nanaimo	722 97	627 56	40,588 77		7,586 65						
27	Grand Trunk	53,413 97	76,136 28	1,964,282 98		501,819 56	17,456 42				86,312 33	
28	Grand Trunk (Canada Atlantic)	3,603 36	8,327 86	157,899 42		44,599 49	1,470 76				4,561 50	
29	Grand Trunk Pacific	19,887 19	11,537 73	348,954 33		131,398 02	17,102 24				1,154 29	
30	Halifax & South Western	1,624 29	682 19	31,232 24	3 96	8,577 79	4 36				156 50	
31	Hereford	235 67	248 86	9,337 97		2,269 32	13 12					
32	Inverness Railway & Coal Co.	576 57	313 70	7,668 33		2,267 07						







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	1 05	322 04	36 04	40 70	42 04
33 Irondale, Bancroft & Ottawa	294 95	259 45	284 12	7,567 24	
34 International of New Brunswick			61 40		
35 Kent Northern			13 25		
36 Kettle Valley	274 33		707 14	537 75	291 71
37 Kingston & Pembroke			136 40		
38 Klondike Mines			136 57		
39 Lotbiniere & Megantic		290 98	1,029 19		1,814 97
40 London & Port Stanley			109 67	8 75	217 90
41 Maine Central	330 65		208 89	256 90	159 95
42 Manitoba Great Northern	156 40	128 79	134 07		19 65
43 Maritime Coal, Railway & Power Co.	84 67	43 12	297 97		332 63
44 Mississippi Valley	3 35	149 88			36 53
45 Moncton & Buctouche		619 54			4,940 04
46 Midland Railway Co. of Manitoba	1,168 63		2,486 71		451 55
47 Midland & Atlantic	779 46	124 93	5,834 20		3,628 20
48 Montreal & Province Line	242 68	210 74	411 58	7 90	1,582 70
49 Montreal & Vermont Junction	2,635 66		1,029 84 Cr.		3,432 83
50 Morrissey, Farnie & Michiel	255 92	30 49		405 00	
51 Napperville Junction	195 57	2,755 74	539 59	7 58	112 23
52 Nelson & Fort Sheppard	79 08		252 50	257 14	183 38
53 New Brunswick Coal & Railway Co.		40 29			73 48
54 New Brunswick & P. E. Island			100 72	146 92	86 18
55 New Westminster Southern	3 04				177 34
56 North Shore					
57 Ottawa & New York	597 04	1,899 52	1,739 21	180 89	454 07
58 Pere Marquette	441 39	3,912 50	9,224 40	547 24	33,006 32
59 Quebec Central	213 12	3,561 45	6,321 60	16,588 99	2,735 56
60 Quebec & Lake St. John	520 52	414 41	3,959 63	726 75	2,073 91
61 Quebec, Montreal & Southern		5 56	3,081 85	968 74	2,960 86
62 Quebec Oriental	152 54		190 00	377 33	189 04
63 Quebec Railway, Light & Power Co.		12 73	730 58	16 74	43 80
64 Red Mountain	18 52	26 18	29 27	52 16	14 51
65 Rutland & Noyan	47 05	13 40	43 03	2 67	79 02
66 Salisbury & Albert			60 80	31 96	3 32
67 Schomberg & Aurora				662 24	
68 Stanstead, Shefford & Chambly	903 25	269 33	414 08	4 43	146 11
69 St. Clair Tunnel					2,552 80
70 St. Lawrence & Adirondack					2,959 90
71 St. Martins	1,015 59	63 20	1,737 09	450 54	
72 Sydney & Louisburg	768 29	105 91	69 25	314 03	
73 Temiscouata	600 20	913 02	3,667 04	10,413 25	513 57
74 Temiskaming & Northern Ontario	2,878 49	2,787 78	1,462 23	23 55	107 40
75 Thousand Islands	28 45		9,068 77	709 83	2,952 32
76 Toronto, Hamilton & Buffalo	2,704 07	572 96	183 10 Cr.	298 32	
77 Vancouver, Victoria & Eastern	1,465 76	1,976 67	8,734 16	645 71	6,453 23
78 Victoria, Terminal Railway & Ferry Co.	29 04		1,437 20	3,208 02	3,285 25
79 Victoria & Sidney, B.C.	455 99				47 57
80 Wabash (in Canada)	7,264 55	1,604 02	4,054 68	33,665 53	769 24
81 Wellington Colliery				657 35	
82 York & Carleton			10 75		
Final total	59,633 05	670,677 20	366,709 72	282,348 09	66,635 34
			867,221 50	408,496 63	2,102,597 47

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1913—Continued.

Number.	Name of Railway.	TRANSPORTATION EXPENSES—Continued.										GENERAL EXPENSES.
		128	129	130	131	134	135	138	139			
		Loss and damage— Baggage.	Damage to Property.	Damage to Stock on Right of Way.	Injuries to Persons.	Operating Joint Tracks—Dr.	Operating Joint Tracks—Cr.	Total Transporta- tion Expenses.	Salaries and Expenses of General Officers.	\$	cts.	
1	Algoma Central & Hudson Bay.....		1,096 85	1 05	119 00			131,880 45			6,150 89	
2	Atlantic, Quebec & Western.....		212 00	78 00				39,656 96			3,233 96	
3	Algoma Eastern.....				3 51			25,466 51			2,127 15	
4	Bay of Quinte.....			10 00	6,499 23	7,800 00		122,401 49			3,889 69	
5	Bedlington & Nelson..... Cr.				03			810 20			49 50	
6	Brandon, Saskatchewan & Hudson Bay... Cr.		5 48	140 23	19 16			50,113 30			587 40	
7	British Yukon.....				19 43			46,888 22			4,577 12	
8	Brookville, Westport & North Western.....			85 00				25,231 86			1,005 73	
9	Canada and Gulf Terminal.....				63 75	903 37		17,843 95			1,848 46	
10	Canada Southern.....	1,279 82	1,862 03	832 02	40,563 73	23,966 15	32,346 16	3,230,775 43			30,063 87	
11	Canadian Government Ry. (Intercolonial) (P. E. Island).....	708 50	12,384 19	5,489 24	33,346 14	12,010 80		6,688,412 12			29,474 71	
12	Canadian Northern.....	59 65	1,067 00	741 68	2 00			261,944 03			2,454 79	
13	Canadian Northern..... Ontario.....	545 66	77,980 64	12,936 37	58,077 37	24,041 25	9,332 48	9,692,154 81			57,532 26	
14	" " Quebec.....	348 35	786 02	1,109 51	7,345 39	3,300 00	300 00	645,313 31			8,732 47	
15	" " Quebec.....	204 00	492 95	312 65	8,942 43	3,300 00	300 00	742,960 14			5,984 83	
16	Canadian Pacific.....	16,391 47	129,304 77	33,281 77	436,586 20	29,458 50	16,768 18	46,074,249 26			350,710 13	
17	Cape Breton.....	71 10						9,713 81			2,906 50	
18	Carasquet.....			76 00	6 00			30,235 57			3,796 08	
19	Central Ontario.....		109 35	342 00 Cr.	33 00	2,755 35		135,193 64			3,806 18	
20	Crow's Nest Southern.....		7 97	618 52	112 58			85,227 90			1,056 08	
21	Cumberland..... Cr.			35 00	2 50			44,247 23			150 00	
22	Dominion Atlantic.....	39 95	805 91	248 85	680 44			378,538 65			9,152 30	
23	Eastern British Columbia.....							14,053 80				
24	Elgin & Havelock.....			67 00				4,764 03				
25	Essex Terminal.....		10 56					12,763 11			316 25	
26	Esquimalt & Nanaimo.....	4 15	50 00	270 57	233 60			273,616 47				
27	Grand Trunk.....	7,028 74	12,982 47	14,382 27	161,372 37	11,381 83	154,146 02	15,360,639 45			195,395 33	
28	Grand Trunk (Canada Atlantic).....	350 06	1,148 01	1,117 53	13,884 69	590 00	1,163 10	1,263,013 36			9,851 62	
29	Grand Trunk Pacific.....	1,450 29	1,293 59	1,430 72	11,740 06	2,089 73		3,441,638 99			52,498 25	
30	Hudfax & South Western.....	84 95	2,823 86	60 00				259,678 06			6,122 92	
31	Heretford.....	7 00	223 00	6 82	538 06			58,571 06			902 96	
32	Inverness Railway & Coal Co.....			71 00	756 65			51,748 18			1,350 80	



TABLE 8. SUMMARY of Operating Expenses for the Year ending June 30, 1913—Continued.

Number	Name of Railway.	GENERAL EXPENSES—Continued.									
		Salaries and Expenses of Clerks and Attendants.	General Office Supplies and Expenses.	Law Expenses.	Insurance.	Relief Department Expenses.	Pensions.	Stationery and Printing.	Other Expenses.	General Administration—Joint Tracks and Terminals, Etc.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1	Algoma Central & Hudson Bay	5,078 07	3,051 99	2,201 56	7,712 53	261 73	1,031 88	8,348 50		150	
2	Atlantic, Quebec & Western	1,262 25	66 88		8,850 00		50 00	8,418 98		148	
3	Algoma Eastern	1,535 92	830 81	1,062 95	739 20	68 56	92 62	1,644 85			
4	Bay of Quinte	1,912 42	508 69	1,796 36	1,285 81		353 95	127 40			
5	Bedfordton & Nelson	33 91	02	586 45	151 38			14 20			
6	Brandon, Saskatchewan & Hudson Bay	1,142 42	95 60	1,582 26	985 81		116 60	182 89			
7	British Yukon	3,294 11	2,974 89	14 43	1,409 73		121 63	267 05			
8	Brookville, Westport & North Western	966 97	299 98	490 92	399 97		69 65	31 56			
9	Canada and Gulf Terminal	75,814 45	3,161 26	120 00	265 88		37 15	2,369 29	184 53		
10	Canada Northern	108,002 91	8,392 35	31,234 30	3,098 80		10,911 91	10,884 72			
11	Canadian Government Ry. (Intercolonial) (P. E. Island)	7,353 02	230 40	21,179 76		9,100 00	83,941 46	19,669 99			
12	Canadian Northern	211,484 10	24,033 23	171 25		5,259 43		701 51			
13	" " Ontario	16,470 44	5,499 97	37,988 75	204,988 75			28,459 14	81,587 68	8,343 76	
14	" " Quebec	14,739 77	2,351 10	8,238 43	15,424 91			2,340 85	1,030 40		
15	Canadian Pacific	657,209 23	191,438 24	374,511 55	515,000 00		103,973 19	378,508 55	27 00		
16	Cape Breton	620 00	120 00		410 49		149 20	27 00			
17	Caracul	3,221 66	921 07	100 60	310 75		210 00	1,172 39			
18	Central Ontario	1,935 56	138 36	3,262 30	1,030 62		149 88	2 82			
19	Crow's Nest Southern	263 12	973 77		1,505 83		3 82	287 89			
20	Cumberland	12,380 33	1,536 49	1,233 33	749 40			632 05			
21	Dominion Atlantic	652 04		163 80	3,352 60		2,033 38	1,222 92			
22	Eastern British Columbia	740 05			231 71		21 65	41 40			
23	Edgin & Havlock			276 98	180 00		69 00	50 57			
24	Essex Terminal				43 40			4 68			
25	Esquimalt & Nanaimo	125 00	15 00		3,492 93		56 25	912 22			
26	Grand Trunk	325,709 84	48,875 56	88,594 94	110,775 92		44,677 67	62,213 55	442 58		
27	Grand Trunk (Canada Atlantic)	29,148 24	1,785 73	1,636 11	18,167 21		3,320 12	930 35			
28	Grand Trunk Pacific	42,945 66	15,896 83	17,735 05	6,829 30		10,710 31	21,546 78	1,422 23		
29	Halifax & South Western	3,059 41	1,796 35	430 50	3,673 52		996 86	193 41			
30	Hereford	1,794 91	146 61	539 27	644 07		89 57	245 88			
31	Inverness Railway & Coal Co.	3,517 60	617 35	108 70	1,030 92		416 60	241 85			
32								241 85			



TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1913—Continued.

Number.	Name of Railway.	RECAPITULATION OF EXPENSES.							Total Operating Expenses.
		151	153	154	155	156	157	158	
GENERAL EXPENSES—Contc.									
General Administration—Joint Tracks, Yards and Terminals.									
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Algoma Central & Hudson Bay.....	33,837 15	102,997 01	56,433 29	4,382 41	134,880 45	33,837 15	332,530 31	
2	Atlantic, Quebec & Western.....	13,882 07	29,876 36	7,015 42	39,656 96	13,882 07	90,431 01		
3	Algoma Eastern.....	8,102 09	24,114 39	1,552 53	1,155 10	25,466 51	73,665 62		
4	Bay of Quinte.....	9,874 35	40,647 13	46,674 49	1,453 81	122,401 49	221,051 27		
5	Bedford & Nelson.....	835 42	5,879 73	710 21	3,631 10	810 20	835 42		
6	Brandon, Saskatchewan & Hudson Bay.....	4,695 54	45,594 23	13,678 63	50,113 30	4,695 54	117,712 80		
7	British Yukon.....	12,658 97	24,863 22	10,239 81	5,696 90	46,888 22	12,658 97		
8	Brookville, Westport & North Western.....	3,273 78	18,410 02	3,265 90	967 98	3,273 78	51,149 54		
9	Canada and Gulf Terminal.....	5,432 75	6,937 61	5,512 53	224,937 78	5,432 75	35,726 84		
10	Canada Southern.....	178,554 49	914,823 39	1,143,921 19	3,220,775 43	178,554 49	5,078,012 28		
11	Canadian Government Ry. (Intercolonial).....	283,398 08	2,150,119 12	3,141,980 25	6,688,412 12	283,398 08	12,510,311 73		
12	" " (P. E. Island).....	16,528 99	2,144,767 51	88,278 00	1,218 16	261,944 03	16,528 99		
13	Canadian Northern.....	672,493 47	3,224,929 82	3,133,932 69	427,951 40	9,692,154 81	672,493 47		
14	" " Ontario.....	53,280 73	333,609 26	165,092 57	32,917 06	615,313 31	53,280 73		
15	" " Quebec.....	59,818 92	346,867 68	200,363 90	35,336 50	742,960 11	59,818 92		
16	Canadian Pacific.....	2,571,349 89	18,498,741 05	17,198,573 38	3,376,980 85	46,074,289 26	2,571,349 89		
17	Cape Breton.....	3,493 19	6,202 33	1,909 11	9,713 81	3,493 19	21,390 84		
18	Carquet.....	6,229 22	20,409 60	7,234 96	633 15	30,235 57	6,229 22		
19	Central Ontario.....	9,292 83	72,581 75	22,820 97	3,135 40	135,163 64	9,292 83		
20	Crow's Nest Southern.....	8,377 26	94,045 70	29,981 19	5,197 95	85,227 90	8,377 26		
21	Cumberland.....	3,098 34	24,021 35	19,528 67	41,217 23	3,098 34	90,945 51		
22	Dominion Atlantic.....	35,747 79	178,799 54	88,165 90	20,541 15	338,538 65	35,747 79		
23	Eastern British Columbia.....	1,116 60	7,935 53	3,811 30	14,053 80	1,116 60	681,792 13		
24	Elgin & Havelock.....	883 02	5,149 75	2,485 58	11 80	4,764 03	883 02		
25	Essex Terminal.....	1,284 16	12,206 75	1,645 48	11 80	12,733 11	1,284 16		
26	Esquimaux & Nanaimo.....	3,064 80	150,697 18	154,648 50	687 40	273,616 47	3,064 80		
27	Grand Trunk.....	980,760 40	4,050,508 98	6,401,638 05	1,163,826 57	15,360,639 57	980,760 40		
28	Grand Trunk (Canada Atlantic).....	65,839 36	461,539 36	390,798 84	95,339 49	1,263,013 36	65,839 36		
29	Grand Trunk Pacific.....	169,581 26	1,362,137 02	2,174,127 93	128,008 64	3,441,638 99	169,581 26		
30	Halifax & South Western.....	22,272 97	185,007 65	48,004 05	13,254 73	259,678 06	22,272 97		
31	Hareford.....	4,605 12	35,080 99	23,375 69	2,882 96	58,571 06	4,605 12		
32	Inverness Railway & Coal Co.....	7,283 35	36,024 17	25,059 69	323 92	51,748 18	7,283 35		

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33	Irontdale, Bancroft & Ottawa.....	11,067 42	421 657	1,304 27	9,513 24	1,661 39	23,967 97
34	International of New Brunswick.....	42,689 45	900 95	11,940 79	19,462 40	4,996 18	79,098 77
35	Kent Northern.....	7,931 23		1,505 49	6,793 41	1,645 00	17,875 13
36	Kettle Valley.....	1,617 45	93 69	1,419 14	1,686 21	419 14	3,816 49
37	Kingston & Pembroke.....	48,159 94	1,145 27	17,633 05	32,299 19	7,134 03	105,708 48
38	Klondike Mines.....	30,855 19		4,371 34	22,955 67	13,793 81	71,976 01
39	Lothbiniere & Megantic.....	98,437 95	103 27	4,195 41	9,216 73	6,225 37	27,964 97
40	London & Port Stanley.....	6,442 62	6,343 32	28,820 35	23,778 42	6,913 19	164,293 23
41	Maine Central.....	40,081 65	483 28	2,498 77	2,178 17	642 62	16,233 49
42	Manitoba Great Northern.....	40,081 57	2,569 59	13,229 46	85,353 88	4,126 44	145,660 94
43	Maritime Coal Railway & Power Co.....	21,544 45	2,555 04	3,661 58	12,818 66	2,034 18	40,038 87
44	Massachusetts Valley.....	139,541 51		4,120 21	52,120 60	10,386 53	248,793 89
45	Moncton & Buctouche.....	10,340 50		2,299 91	8,498 69	2,663 06	23,732 15
46	Midland Railway Co. of Manitoba.....	256,781 10	10,264 31	30,099 17	40,062 58	12,911 39	3,791,998 55
47	Montreal & Atlantic.....	508,398 04	10,197 43	129,827 51	323,528 16	31,521 97	1,003,473 11
48	Montreal & Province Line.....	56,643 43	1,216 44	7,194 22	42,705 23	2,018 03	109,777 35
49	Montreal & Vermont Junction.....	38,692 69	3,745 78	16,868 17	18,810 97	5,118 33	83,298 94
50	Morrissey, Farnie & Michel.....	56,882 60		35,946 66	19,063 70	21,821 36	133,714 32
51	Naperville Junction.....	25,750 83	444 70	5,334 36	8,423 19	1,948 75	42,101 83
52	Nelson & Port Sheppard.....	37,633 69	3,109 11	8,939 89	53,217 52	4,916 55	107,807 76
53	New Brunswick Coal & Railway Co.....	16,982 46		9,828 92	23,491 81	14,027 15	74,339 34
54	New Brunswick & P. E. Island.....	16,937 10		9,176 46	7,340 82	2,700 00	36,154 38
55	New Westminster Southern.....	10,852 87	1,109 54	4,012 50	12,041 62	2,098 20	30,114 73
56	North Shore.....	1,516 29			295 52	27 68	1,779 49
57	Ottawa & New York.....	96,700 47	6,713 64	22,487 56	56,187 96	8,737 64	190,933 27
58	Pere Marquette.....	839,042 77	59,193 15	432,367 86	278,231 30	64,139 73	1,692,960 01
59	Quebec Central.....	634,232 38	27,340 00	175,222 16	201,808 29	49,347 52	1,407,950 35
60	Quebec & Lake St. John.....	455,863 60	27,137 36	135,100 88	175,042 53	43,015 38	836,159 75
61	Quebec, Montreal & Southern.....	167,057 38	5,077 97	81,314 28	109,421 40	20,476 81	383,347 84
62	Quebec Oriental.....	51,368 59		12,768 61	24,631 43	5,602 28	94,370 91
63	Quebec Railway, Light & Power Co.....	31,932 70	1,675 43	14,021 27	9,166 47	8,161 98	64,937 85
64	Red Mountain.....	13,316 85	309 09	2,377 13	12,359 94	964 30	29,527 31
65	Rutland & Albany.....	5,072 41	822 99	2,621 24	3,761 64	765 72	12,954 00
66	Salisbury & Noyan.....	12,860 13	12 55	4,005 74	11,517 72	3,355 82	31,751 96
67	Schomberg & Aurora.....	8,733 86		347 60	6,192 51	249 01	15,522 98
68	Stanstead, Shefford & Chambly.....	50,482 95	1,331 52	13,318 98	35,388 38	2,126 13	99,692 96
69	St. Clair Tunnel.....	66,716 41		14,993 21	13,241 88	1,669 56	96,621 06
70	St. Lawrence & Adirondack.....	313,608 34	7,210 21	23,314 47	96,745 78	11,574 49	452,451 29
71	St. Martins.....	7,694 32	42 70	827 87	6,068 39	1,026 20	13,639 58
72	Sydney & Louisburg.....	259,154 19	2,012 11	159,324 59	90,314 97	28,699 08	378,965 54
73	Temisconata.....	78,513 31	3,719 22	27,606 38	53,484 69	15,125 13	133,448 73
74	Teniskaming & Northern Ontario.....	674,326 88	18,313 66	249,127 97	373,105 37	103,290 72	1,418,164 60
75	Thousand Islands.....	15,543 72		987 45	9,743 02	4,171 04	30,445 23
76	Toronto, Hamilton & Buffalo.....	526,586 31	21,774 09	170,602 25	223,185 24	38,816 24	980,964 48
77	Vancouver, Victoria & Eastern.....	400,711 10	17,954 10	102,076 51	375,347 29	33,490 23	929,579 23
78	Victoria, Terminal Railway & Ferry Co.....	1,896 21	60 96	402 35	706 96	279 67	3,340 35
79	Victoria & Sidney, B.C.....	29,797 25		6,350 77	11,578 46	4,168 97	52,957 06
80	Wabash (in Canada).....	1,205,294 96	99,692 53	577,258 71	275,486 89	78,467 85	2,336,200 94
81	Wellington Colliery.....	38,643 34		26,105 80	19,413 35	5 00	84,162 49
82	York & Carleton.....	2,348 94		148 35	1,031 60		3,533 89
	Final total.....	96,688,264 42	6,143,200 85	37,280,718 47	35,933,322 78	5,957,183 81	81,182,011,690 33

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TABLE 9.—INCOME ACCOUNT for

Number.	Name of Railway.	NET		OUTSIDE OPERATIONS.			
		Operating Revenue.	Operating Deficit.	Revenue.	Expenses.	Profit.	Loss.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Algoma Central & Hudson Bay	206,050 67		311,781 26	176,019 44	135,761 82	
2	Algoma Eastern	55,334 12					
3	Atlantic, Quebec & West'n.		48,524 04				
4	Bay of Quinté	36,220 31					
5	Bedlington & Nelson		6,089 40				
6	Brandon, Sask. & Hudson Bay		41,576 58				
7	British Yukon	226,001 44					
8	Brockville, Westport and North Western	25,297 73					
9	Canada & Gulf Terminal	6,413 12					
10	Canada Southern	5,318,482 17		144,392 92	118,404 00	25,988 92	
	Canadian Govt. Railways:						
11	Intercolonial		161,015 67				
12	Prince Edward Island		122,275 29				
13	Canadian Northern	7,126,016 28					
14	“ Ontario	50,310 74					
15	“ Quebec	214,199 68					
16	Can. Pacific	43,049,763 50		23,734,285 16	17,159,303 01	6,574,982 15	
17	Cape Breton		10,107 67				
18	Caraquet	8,418 90					
19	Central Ontario	132,023 64					
20	Crow's Nest Southern	3,890 68					
21	Cumberland Ry. & Coal Co.	19,854 16					
22	Dominion Atlantic	302,705 22		134,217 28	186,304 92		52,087 64
23	Eastern B.C.	27,693 60					
24	Elgin & Havelock	216 17					
25	Essex Terminal	19,802 43					
25	Esquimalt & Nanaimo	338,177 67					
26	Grand Trunk Pacific	886,711 02					
27	Grand Trunk	12,467,223 58		255,991 47	241,517 39	14,474 08	
28	Grand Trunk (Can. Atlantic)	105,708 54					
29	Halifax & South Western	3,121 16					
30	Hereford		34,759 08	571 16	806 61		235 45
31	Inverness Ry. & Coal Co.	93,384 69					
32	Irondale, Bancroft & Otta'a	6,416 79					
33	International of New Brunswick	32,833 28					
34	Kent Northern	4,108 77					
35	Kettle Valley		352 26				
36	Kingston & Pembroke (for six mos.)	28,569 59					
37	Klondike Mines	38,213 50		5,000 00	4,050 00	950 00	
38	London & Port Stanley		17,722 00				
39	Lotbimere & Megantic	6,905 10					
40	Maine Central	2,303 09					
41	Manitoba Great Northern		79,284 93				
42	Maritime Coal, Ry. and Power Co.	28,029 05					
43	Massawippi Valley	16,997 27					
44	Midland of Manitoba	117,552 39					
45	Moneton & Buetoche	7,073 54					
46	Montreal & Atlantic	101,453 05					
47	Montreal & Province Line	33,289 03					
48	Montreal & Vermont Jet'n.	45,569 51					
49	Morrissey, Fernie & Michel	18,982 40					
50	Napierville Junction	59,094 63					
51	Nelson & Fort Sheppard		25,084 62				
52	New B'k Coal & Ry. Co.		12,983 78				
53	New B'k & Prince Edward Island	7,240 39					
54	New Westminster Southern	27,729 56					
55	North Shore	188 07					



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the Year ending June 30, 1913.

TOTAL		Taxes Deduction.	TOTAL OPERATING.		Other In- come from all other Sources.	TOTAL GROSS CORPORATE					
Net Revenue.	Net Deficit.		Income.	Loss.		Income.	Loss.				
\$	cts.	\$	cts.	\$	cts.	\$	cts.				
341,812	49	3,978	15	337,834	34	61,828	39	399,662	73	1	
55,334	12	340	89	54,993	23	370	05	55,363	28	2	
36,220	31	48,524	04	34,415	46	48,524	04	34,415	46	3	
		1,804	85							4	
		1,623	77			7,713	17		7,713	17	5
		1,502	18			43,078	76		42,680	09	6
226,001	44	3,407	51	222,593	93	18,104	74	240,698	67	7	
25,297	73	1,104	41	24,193	32			24,193	32	8	
6,413	12			6,413	12			6,413	12	9	
5,344,471	09	69,311	77	5,275,159	32	285,447	97	5,560,607	29	10	
161,015	67			161,015	67			161,015	67	11	
122,275	29			122,275	29			122,275	29	12	
7,126,016	28	175,867	08	6,950,149	20			6,950,149	20	13	
50,310	74	17,788	20	32,522	54	39,932	84	72,455	38	14	
214,199	68	8,951	97	205,247	71			205,247	71	15	
49,624,745	65	1,382,419	85	48,242,325	80	6,633,700	07	54,876,025	87	16	
		10,107	67			10,107	67		10,107	67	17
8,418	90			8,418	90			8,418	90	18	
132,023	64	3,450	99	128,572	65	13,164	94	141,737	59	19	
3,890	68	7,805	26			3,914	58		3,680	50	20
19,854	16			19,854	16			19,854	16	21	
250,617	58	813	24	249,804	34	32,500	00	282,304	34	22	
27,693	60	1,465	36	26,228	24			26,228	24	23	
216	17			216	17			216	17	24	
19,802	43			19,802	43			19,802	43	25	
338,177	67			338,177	67			338,177	67	25	
886,711	02			886,711,02		144,769	25	1,031,480	27	26	
12,481,697	66	488,245	15	11,993,452	51	2,677,981	52	14,671,434	03	27	
105,708	54	43,089	52	62,619	02	721	49	63,340	51	28	
3,121	16	25	00	3,036	16			3,096	16	29	
		34,994	53	1,736	39	36,730	92	1,109	86	30	
93,384	69			93,384	69			93,384	69	31	
6,416	79	910	47	5,506	32			5,506	32	32	
32,833	28			32,833	28			32,833	28	33	
4,108	77			4,108	77			4,108	77	34	
		352	26			352	26		352	26	35
28,569	59	2,228	62	26,340	97	694	37	27,035	34	36	
39,163	50	120	69	39,042	81			39,042	81	37	
		17,722	00	3,663	46	21,385	46	3,750	97	38	
6,905	10			6,905	10			6,905	10	39	
2,303	09			2,303	09			2,325	67	40	
		79,284	93	1,605	67	80,890	60	377	86	41	
28,029	05			28,029	05			28,029	05	42	
16,997	27	2,316	11	14,681	16	1,388	98	16,070	14	43	
117,552	39	13,712	82	103,839	57	20,805	41	124,644	98	44	
7,073	54			7,073	54			7,073	54	45	
101,543	05	22,983	61	78,469	44	1,400	00	79,869	44	46	
35,289	03	183	77	35,105	26	345	50	35,450	76	47	
45,569	51			45,569	51	252	62	45,822	13	48	
18,982	40			18,982	40	165	64	19,148	04	49	
59,094	63	945,	17	58,149	46	268	45	58,417	91	50	
		25,084	62			30,658	56		30,636	56	51
		12,983	78			12,983	78		12,983	78	52
7,240	39	215	92	7,024	47			7,024	47	53	
27,729	56	579	27	27,150	29	32	00	27,182	29	54	
188	07			188	07			188	07	55	



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Year ending June 30, 1913—Continued.

TOTAL		Taxes Deduction.	TOTAL OPERATING.		Other In- come from all other Sources.	TOTAL GROSS CORPORATE.	
Net Revenue.	Net Deficit.		Income.	Loss.		Income.	Loss.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
27,286 92		8,433 51	18,853 41		520 36	19,373 77	56
996,515 47			996,515 47		205,578 78	1,202,094 25	57
463,200 63		13,450 63	449,750 00		30,526 85	480,276 85	58
7,316 67			7,316 67			7,316 67	59
17,121 72			17,121 72			17,121 72	60
123,220 65		18,158 09	105,062 56		3,269 52	108,332 08	61
12,118 53		8,886 58	3,231 95		196,289 74	199,521 69	62
	12,412 39	1,071 56		13,483 95	4 00		13,479 95
1,590 19		12 00	1,578 19		4,000 00	5,578 19	64
5,258 91			5,258 91			5,258 91	65
	2,238 57	86 20		2,324 77			2,324 77
4,976 06			4,976 06		177 94	5,154 00	67
251,200 44		30,180 19	221,020 25		698 00	221,718 25	68
232,230 47		732 49	231,497 98		429 90	231,927 88	69
	872 36			872 36			872 36
278,692 76			278,692 76			278,692 76	70
72,321 14		3,401 35	68,919 79		2,764 59	71,684 38	72
148,108 93			148,108 93		82,252 55	230,361 48	73
15,796 20		112 76	15,683 44		191 64	15,875 08	74
845,282 76		7,296 04	837,986 72		66,537 61	904,524 33	75
65,035 63		66,106 49		1,070 86	182,560 60	181,489 74	76
27,809 60		1,049 36	26,760 24			26,760 24	77
3,343 46		1,437 95	1,905 51		441 68	2,347 19	78
356,902 77			356,902 77			356,902 77	79
2,364 95			2,364 95			2,364 95	80
							81
81,965,334 42	575,534 09	2,430,186 26	79,556,996 77	597,382 70	10,716,034 01	90,266,062 48	590,414 40

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TABLE 9.—INCOME ACCOUNT for the

Number	Name of Railway.	DEDUCTIONS FROM					
		Rents accrued for lease of other roads.		Other rents.		Loss on separately operated properties.	
		\$	cts.	\$	cts.	\$	cts.
1	Algoma Central and Hudson Bay	29,551	16				
2	Algoma Eastern			5,594	63		
3	Atlantic, Quebec and Western			1,244	46		
4	Bay of Quinte			21,343	97		
5	Bedlington & Nelson			4,200	75		
6	Brandon, Saskatchewan & Hudson Bay			4,404	88		
7	British Yukon						
10	Canada Southern			1,626,563	86	27,439	01
11	Can. Govt. Ry.—Intercolonial			19,147	10		
13	Canadian Northern	238,960	00	176,281	30		
14	Can. Northern Ontario			540	00		
15	Canadian Northern Quebec			43,820	05		
16	Canadian Pacific	2,422,123	98	987,204	44		
19	Central Ontario			22,814	17		
20	Crow's Nest Southern			12,215	70		
22	Dominion Atlantic	94,856	60	44,038	40		
23	Eastern B. C.			2,412	75		
27	Grand Trunk	755,336	22	1,497,365	75		
28	Grand Trunk (Can. Atlantic)	25,999	90	97,647	37		
29	Halifax & South Western			9,885	44		
30	Hereford			360	00		
32	Iroquoia, Bancroft and Ottawa			2,026	90		
35	Kettle Valley			552	11		
36	Kingston & Pembroke						
38	London & Port Stanley	19,720	25	17,556	99		
40	Maine Central, in New Brunswick						
41	Maritoba Great Northern			12,380	53		
42	Maritime Coal, Ry. and Power Co.			5,906	57		
43	Massawippi Valley	24,000	00	36,544	62		
44	Midland of Manitoba			62,657	75		
46	Montreal & Atlantic	33,120	00	28,431	19		
47	Montreal & Province Line			13,474	50		
48	Montreal & Vermont Junct.			18,319	25		
49	Morrissey, Fernie & Michel						
50	Napierville Junction			11,930	40		
51	Nelson & Fort Sheppard			5,839	11		
53	New B'k & P. E. Island			4,976	20		
54	New Westminster Southern			3,441	33		
55	North Shore						
56	Ottawa & New York			16,357	99		
57	Pere Marquette, in Canada	167,334	82	553,113	73		
58	Quebec Central						
59	Quebec Oriental			5,960	90		
61	Quebec & Lake St. John			83,946	96		
62	Quebec, Montreal & Southern			268,943	77		
63	Red Mountain			637	38		
64	Rutland & Noyan						
66	Schomberg & Aurora						
67	Stanstead, Shefford & Chambly			18,630	00		
68	St. Clair Tunnel						
69	St. Lawrence & Adirondack	10,009	00	153,508	04		
72	Temiscouata			1,679	55		
73	Temiskaming & Northern Ontario			4,486	29		
74	Thousand Islands			2,205	43		
75	Toronto, Hamilton & Buffalo			197,843	21		
76	Vancouver, Victoria & Eastern			47,403	26		
77	Victoria & Sydney			6,389	37		
78	Victoria Terminal Ry. & Ferry Co.			398	53		
	R ys. from which no deductions were made						
	Totals	3,829,033	03	5,863,175	88	27,439	01

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Year ending June 30, 1913—Continued.

GROSS CORPORATE INCOME.					NET CORPORATE		
Interest accrued on Funded Debt	Other interest	Sinking Funds.	All other Deductions.	Total Deductions.	Income.	Loss.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
261,781 21				291,332 37	108,330 36		1
27,278 78	8,616 29			41,489 70	13,873 58		2
				1,244 46		49,768 50	3
41,509 00	4,201 52			67,045 49		32,630 03	4
				4,200 75		11,913 92	5
				4,404 88		47,084 97	6
102,238 00			11,948 96	114,186 96	126,511 71		7
1,140,349 57				2,794,592 44	2,766,014 85		10
				19,147 10		180,162 77	11
5,743,076 51				6,158,317 84	791,831 36		13
	1,429 44			2,263 44	70,185 94		14
350,514 76	49 18			394,383 99		189,136 28	15
1,986,698 32	584,547 29			5,680,574 03	49,195,451 84		16
48,711 33				71,525 56	70,212 09		19
				12,125 70		15,896 20	20
196,068 27	33,737 43			368,730 70		86,426 36	22
	0 26			2,413 01	23,815 23		23
6,637,218 75			1,579,163 34	9,929,084 06	4,742,349 97		27
640,001 84			5,265 74	767,914 95		704,574 44	28
12,750 00	34,976 59			57,612 03		54,515 87	29
32,000 00			500 00	32,860 00		68,481 06	30
				2,026 90	3,479 42		32
22,060 00				22,552 11		22,904 37	35
8,580 00				8,580 00	18,455 34		36
	3,150 00			37,277 24		54,911 73	38
				3,150 00		821 33	40
				12,380 53		92,893 27	41
				5,906 57	22,122 48		42
				60,544 62		44,474 48	43
				62,657 75	61,987 23		44
52,650 00				114,201 19		34,331 75	46
8,000 00				21,474 50	13,976 26		47
			20,000 00	38,319 25	7,502 88		48
2,574 55		5,303 87		7,878 42	11,269 62		49
				11,930 40	46,487 51		50
				5,839 11		36,475 67	51
5,612 90				10,589 10		3,564 63	53
				3,441 33	23,740 96		54
2,100 00				2,100 00		1,911 93	55
				16,357 99	3,015 78		56
249,800 00				970,248 55	231,845 70		57
269,897 94				269,897 91	210,378 91		58
98,379 45				104,349 35		97,032 68	59
176,936 89				260,883 85		152,551 77	61
				268,943 77		69,422 08	62
				637 38		14,117 33	63
4,000 00				4,000 00	1,578 19		64
	26,626 10			26,626 10		28,950 87	66
6,234 60				24,864 60		19,710 60	67
125,000 00	44,860 33			169,860 33	51,857 92		68
48,768 98				212,277 02	19,650 85		69
12,166 66	9,733 33			23,579 54	48,104 84		72
				4,486 29	225,875 19		73
3,010 00				5,215 43	10,659 65		74
198,200 00	4,133 27			400,176 48	504,347 85		75
				47,403 26	134,086 48		76
15,000 00	646 16			22,035 53	4,724 71		77
				398 53	1,948 66		78
					2,292,245 34	146,239 10	
17,989 099 34	746,973 86	15,037 20	1,616,878 04	30,078,636 36	61,857,918 71	2,260,906 99	

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TABLE 9.—INCOME ACCOUNT for

Name of Railway.	DISPOSAL OF NET					
	DIVIDENDS ON					
	Common Stock.		Preferred Stock.		Total.	
	\$	cts.	\$	cts.	\$	cts.
7 British Yukon.....	11,875	00	86,080	95	97,955	95
10 Canada Southern.....	450,000	00			450,000	00
16 Canadian Pacific.....	19,000,000	00	9,144,476	66	28,144,476	66
22 Dominion Atlantic.....						
27 Grand Trunk.....			4,705,863	89	4,705,863	89
30 Hereford.....	32,000	00			32,000	00
58 Quebec Central.....			135,264	12	135,264	12
72 Temiscouata.....						
75 Toronto, Hamilton & Buffalo.....	105,000	00			105,000	00
Balance, from Rys., undistributed.....						
Totals.....	19,598,875	00	14,071,685	62	33,670,560	62

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the Year ending June 30, 1913—*Concluded.*

## CORPORATE INCOME.

Additions and Betterments Charged to Income.	Appropriations to Reserve.	Miscellaneous.	Applied to Improvements.	Total.	BALANCE TO	
					Credit of Profit and Loss Account.	Debit of Profit and Loss Account.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
	7,521 89			105,477 84	21,033 87	7
				450,000 00	2,316,014 85	10
		214,841 16		28,359,317 82	20,836,134 02	16
102,179 69				102,179 69		188,606 05 22
				4,705,863 89	36,486 08	27
1,529 46				33,529 46		102,010 52 30
				135,264 12	75,114 79	58
		3,500 00		3,500 00	44,604 84	72
				105,000 00	399,347 85	75
					4,264,758 74	2,105,999 57
103,709 15	7,521 89	218,341 16		34,000,132 82	27,993,495 04	2,396,616 14

TABLE 10.—SUMMARY OF Passengers and Tons Carried, Earnings, Expenses, Train Mileage, and Mileage Operated, for the Year ending June 30, 1913.

No.	Name of Railway.	Passengers Carried.		Passengers Carried, One Mile.	Mileage of Revenue, Passenger Trains.	Mileage of Revenue, Mixed Trains.	Total Passenger Revenue.		Total Passenger Earnings.		Total other Earnings.
		No.	cts.				\$	cts.	\$	cts.	
1	Alcona Central and Hudson Bay	35,355	1,609,520	68,926	9,758	48,755 77	49,718 97	201,350 84			
2	Alcona Eastern	8,403	95,547	660	12,773	3,497 05	3,497 05	6,842 47			
3	Atlantic Quebec and Western	23,181	807,316	61,321		32,480 38	24,009 49	37 66			
4	Bay of Quinte	107,606	1,545,952		191,128	37,422 83	46,983 01	10,185 99			
5	Bedfordton and Nelson	1,289	9,013	14	1,719	37,311 48	32,323 07	1 99			
6	Brandon, Saskatchewan and Hudson Bay	28,084	956,392	43,678	60,669	25,830 43	31,146 04	202 32			
7	British Yukon	8,206	674,572	2,426	60,263	58,395 41	68,367 55	3,481 23			
8	Brookville, Westport and North Western	70,061	2,101,830	29,180	28,000	32,963 30	38,582 15	106 80			
9	Canada Southern	1,422,637	122,958,793	1,809,547	151,072	2,781,571 05	3,475,158 68	48,598 50			
10	Canadian Government Railways—Intercolonial	3,867,735	207,505,697	3,092,590	333,416	3,355,292 77	4,037,531 68	105,651 38			
11	Canadian Government Railways—P. E. Island	436,823	9,794,121	146,663	212,597	167,064 80	198,248 86	11,650 21			
12	Canadian Northern	1,984,978	157,223,910	2,627,899	792,092	3,590,313 39	4,358,829 75	1,350,470 77			
13	Canadian Northern, Ontario	374,877	16,002,410	425,390	194,761	320,302 55	375,637 10	33,290 15			
14	Canadian Northern, Quebec	620,753	20,785,443	281,565	104,761	364,685 54	404,776 34	34,283 27			
15	Canadian Pacific	15,298,048	1,786,982,013	22,333,562	1,888,095	34,995,155 67	39,587,555 88	2,411,577 88			
16	Cape Breton	8,805	193,678	5,549 80	19,592	5,549 80	5,950 64	589 44			
17	Caracquet	17,387	712,377	182,124	49,635	18,697 25	22,036 29	15,243 46			
18	Central Ontario	203,451	3,977,166	45,654	49,020	103,637 16	117,938 01	51 00			
19	Crow's Nest Southern	22,807	557,688			20,711 69	24,315 12	541 88			
20	Canada and Gulf Terminal	28,764	573,280		24,264	17,738 00	18,878 35	303 40			
21	Cumberland Railway	41,797	463,194		28,849	14,123 84	18,220 55	10,075 26			
22	Domestic Atlantic	411,418	18,308,101	301,870	196,028	381,593 93	436,402 32	114 68			
23	Eastern British Columbia	76,683	76,600		7,638	4,471 60	4,413 27	195 75			
24	Elgin and Havelock	11,096	299,457		17,256	3,458 12	3,914 80	1,837 30			
25	Essex Terminal	446,034	10,805,051	133,760	6,836	353,147 55	363,076 86	19,681 55			
26	Esquimaux and Nainaimo	12,174,824	626,203,301	8,390,990	469,779	11,406,006 78	13,322,284 55	464,652 09			
27	Grand Trunk (Canada Atlantic)	614,829	20,242,100	665,755	126,847	477,136 35	547,998 81	40,026 04			
28	Grand Trunk Pacific	551,620	66,006,086	1,222,897	341,463	1,400,703 88	1,604,527 10	146,885 20			
29	Halifax and South Western	228,806	7,624,064	88,061	269,324	206,647 55	245,966 51	3,948 49			
30	Hereford	34,998	7,797,094		33,219	17,894 19	21,338 75	995 81			
31	Inverness Railway and Coal Co.	37,078	836,425	33,622	43,107	22,264 49	23,503 87	1,111 96			
32	Frontenac Bancroft and Ottawa	17,346	299,225		34,980	8,246 08	9,627 75	543 22			



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34	International of New Brunswick	1,443,257	69,286	31,320	40,176 06	42,117 64	076 45
35	Kent Northern	180,000		16,902	7,775 34	9,121 64	
36	Kettle Valley	14,029		2,300	352 60	542 60	
37	Kingston and Pembroke	1,701,401	32,652	47,683	34,602 29	41,144 22	Dr. 3,519 31
38	Klondike Mines	2			4 00	4 00	6 00
39	Lothbère and Mecanic	186,934		18,780	4,689 64	6,195 54	23 00
40	London and Port Stanley	161,501	65,013	14,999	31,174 30	38,334 08	815 18
41	Maine Central	2,360,279	3,755	6,650	11,431 33	12,298 42	
42	Manitoba Great Northern	636,511	8,392	23,826	6,334 50	7,297 14	350 59
43	Maritime Coal Railway and Power Co.	225,604		15,272	6,687 60	7,628 29	
44	Massachusetts Valley	208,661	98,319		66,346 34	71,391 82	1,242 55
45	Moncton and Buctouche	2,815,645		23,232	11,147 86	12,113 62	077 51
46	Midland Railway Co. of Manitoba	534,318	116,140		177,769 54	205,196 18	16,684 80
47	Montreal and Atlantic	8,097,755	174,893	130,853	205,461 97	237,481 64	21,873 13
48	Montreal and Province Line	3,663,192	54,165	17,738	69,871 68	78,276 04	1,962 14
49	Montreal and Vermont Jet	2,520,990	66,103		58,615 58	67,478 44	104 68
50	Morrissey, Fermé and Michel	918,690		41,626	12,342 50	12,342 50	
51	Napierville Jet	16,374		16,902	5,674 50	6,422 11	
52	Nelson and Fort Sheppard	683,699	37,560		23,660 92	29,116 42	2,639 93
53	New Brunswick Coal and Railway Co.	426,532		57,138	11,352 85	13,023 32	7,894 39
54	New Brunswick and P. F. Island	601,570	5,010	20,040	10,628 94	12,717 93	40 55
55	New Westminster Southern	298,311		20,720	8,275 45	11,971 18	4,025 41
56	North Shore	13,368		4,800	335 61	395 61	
57	Ottawa and New York	3,783,993	79,741		78,562 43	88,350 83	5,304 58
58	Père Marquette	7,492,358	260,486	12,998	148,627 42	193,632 08	9,688 47
59	Quebec Central	18,168,457	228,641	259,981	382,938 88	439,471 77	13,366 27
60	Quebec and Lake St. John	13,622,264	197,250	48,520	267,646 76	312,359 61	15,474 24
61	Quebec, Montreal and Southern	5,998,116	126,809	85,398	145,831 85	161,613 14	15,735 70
62	Quebec Oriental	1,781,213	63,101		43,752 62	49,077 42	38 50
63	Quebec Railway Light and Power Co.	1,384,368	6,621		13,062 85	13,062 85	978 97
64	Red Mountain	65,321		6,570	2,130 69	2,965 87	348 21
65	Rutland and Noyan	436,432	5,441		8,740 73	9,100 78	
66	Salisbury and Albert	356,368		31,578	9,331 75	12,129 66	6,662 77
67	Schomberg and Aurora	200,734		23,197	6,045 78	6,045 78	22 12
68	Stanstead, Stefford and Chambly	1,307,419	43,918	17,472	35,135 93	45,815 24	2,307 90
69	St. Clair Tunnel						
70	St. Lawrence and Adirondack	14,983,927	213,847		245,702 29	273,485 32	4,892 26
71	St. Martins	204,136		17,640	5,182 76	6,238 88	339 41
72	Sydney and Louisburg	1,767,477	22,827	19,928	47,591 88	50,304 23	20,384 20
73	Temiscouata	2,313,809	73,812	70,471	55,045 67	63,741 72	5,433 13
74	Temiskaming and Northern Ontario	22,750,438	419,237	80,470	551,930 75	623,248 76	59,583 70
75	Thousand Islands	308,976		32,604	10,171 72	14,894 25	2,489 57
76	Toronto, Hamilton and Buffalo	19,057,320	303,020		404,642 56	448,555 58	19,492 40
77	Toronto, Victoria and Eastern	8,210,728	143,652	93,450	236,447 76	282,340 82	24,899 21
78	Victoria Terminal Railway and Ferry Company	117,710	1,326	26	3,138 38	3,165 66	702 01
79	Victoria and Sydney, B.C.	1,347,529	21,169	416	37,725 12	38,153 48	1,917 22
80	Wabash (in Canada)	35,768,226	719,355	12,221	639,330 67	674,012 59	5,336 65
81	Wellington Colliery	91,761		30,000	4,476 40	4,836 40	
82	York and Carleton	61,560		8,597	1,734 25	2,052 55	
	Total	3,265,192,886	45,652,363	7,015,345	64,417,306 15	74,413,773 60	5,181,032 99

TABLE 10.—SUMMARY OF PASSENGERS AND TONS CARRIED, EARNINGS, EXPENSES, TRAIN MILEAGE, AND MILEAGE OPERATED, for the Year ending June 30, 1913—*Concluded*.

No.	Name of Railway.	Tons Carried.		Tons Carried, One Mile.		Mileage of Revenue, Mixed Trains.		Mileage of Revenue, Freight Trains.		Total Freight, Revenue.		Total Freight, Earnings.		Total Revenue, Train Mileage.		Total Gross Earnings.		Total Operating Expenses.	
		Number.	Number.	Number.	Miles.	Miles.	Miles.	Miles.	\$	cts.	\$	cts.	Miles.	\$	cts.	\$	cts.	\$	cts.
1	Algona Central and Hudson Bay	395,537	16,451,309	61,736	9,758	170,952	87	287,511	17	143,384	538,580	98	332,530	31					
2	Algona Eastern	614,661	5,462,517	11,215	12,773	117,202	72	118,680	22	24,674	128,999	73	73,665	69					
3	Atlantic Quebec and Western	18,305	618,298	22,324	17,859	82	17,859	82	17,859	82	41,096	97	90,431	01					
4	Bay of Quinte	280,880	10,980,236	191,128	46,160	199,590	74	200,092	58	237,288	257,271	58	221,651	27					
5	Bedford and Nelson	2,116	14,815	21	1,821	10	1,821	10	1,821	10	1,754	16	8,215	56					
6	Brandon, Saskatchewan and Hudson Bay	77,333	3,271,119	69	40,057	53	44,787	85	68,118	76	136	22	117,712	82					
7	British Yukon	61,964	5,555,765	60,205	254,499	76	254,499	76	254,499	76	286,348	56	100,347	12					
8	Brookville, Westport and North Western	41,554	1,371,282	28,000	1,260	37,727	28	7,472,737	27	8,125	40	76,447	27	51,149	54				
9	Canada Southern	8,588,037	1,244,337,112	151,072	1,913,821	7,416,023	97	8,206,110	00	3,875,213	10,990,494	45	5,678,012	28					
10	Canadian Gov't Railways—Intercolonial	5,316,461	1,424,519,501	353,416	4,895,957	180,592	33	180,592	33	363,801	12,349,296	06	12,510,311	73					
11	Canadian Gov't Railways—P. E. Island	122,714	4,586,905	212,597	18,261	130	13	18,568,177	95	9,212,339	390,461	40	512,736	69					
12	Canadian Northern	6,821,811	2,366,393,799	792,992	5,760,178	18,261	130	13	18,568,177	95	24,277,478	47	17,151,462	19					
13	Canadian Northern, Ontario	1,014,110	103,038,225	104,761	382,930	858,324	79	871,607	32	913,081	1,280,524	57	1,230,213	83					
14	Canadian Northern, Quebec	1,043,531	91,725,724	154,386	317,962	1,021,738	36	1,160,487	21	764,527	1,599,546	82	1,385,347	14					
15	Canadian Pacific	29,471,814	11,242,690,998	1,888,095	27,611,103	88,101,523	36	88,770,594	17	51,904,291	130,769,707	93	87,719,944	43					
16	Cape Breton	3,409	90,170	19,392	4,743	09	4,743	09	19,592	11,283	17	21,390	84						
17	Caracquet	34,960	1,398,400	49,635	51,125	11	51,125	11	49,635	79,161	40	64,732	50						
18	Central Ontario	294,244	10,252,674	49,020	241,206	73	241,206	73	318,720	375,048	23	243,024	39						
19	Crow's Nest Southern	282,298	14,445,549	56,799	201,841	28	202,456	56	102,557	226,720	68	222,830	00						
20	Canada and Gulf Terminal	20,759	415,180	24,264	22,719	73	22,719	73	24,264	24,264	139	35,726	84						
21	Cumberland Railway	366,489	3,281,000	28,849	92,275	72	92,275	72	48,665	110,799	67	90,945	51						
22	Dominion Atlantic	367,897	20,258,699	196,028	536,392	97	537,419	77	612,019	984,497	35	681,792	13						
23	Eastern British Columbia	163,869	1,533,712	7,638	48,856	88	50,082	88	7,814	54,610	82	26,917	23						
24	Elgin and Havelock	12,178	308,706	17,256	9,388	00	9,388	00	17,256	15,498	55	13,282	38						
25	Essex Terminal	161,874	809,370	7,638	43,689	87	45,846	43	20,900	47,683	73	27,881	30						
26	Esquimalt and Nanaimo	478,570	17,576,056	6,836	549,133	61	549,133	61	275,575	931,892	02	593,714	35						
27	Grand Trunk	21,041,806	3,758,487,790	469,770	25,886,171	42	26,437,660	39	20,221,257	40,424,397	65	27,957,173	45						
28	Grand Trunk (Canada Atlantic)	1,928,864	243,623,658	126,847	1,666,383	24	1,788,281	21	1,693,431	2,382,258	95	2,276,550	41						
29	Grand Trunk Pacific	1,561,457	810,646,434	341,463	6,325,367	17	6,410,792	56	3,743,130	8,162,204	86	7,275,493	84						
30	Halifax and South Western	285,077	16,038,266	369,332	275,059	11	281,423	62	411,379	531,338	62	7,928,217	46						
31	Hereford	137,532	3,309,127	33,219	67,397	68	67,422	18	87,239	89,756	74	124,515	82						
32	Intercolonial Railway and Coal Co.	302,732	17,782,672	43,107	189,196	67	189,208	17	111,462	213,824	00	120,439	31						
33	Ironclade, Bancroft and Ottawa	26,829	626,638	34,980	19,893	29	20,213	79	34,980	30,384	76	23,967	97						
34	International of New Brunswick	106,632	4,264,173	54,320	67,331	86	69,137	96	124,042	111,932	05	79,098	77						
35	Kent Northern	11,541	239,830	16,992	12,862	46	12,862	46	16,992	21,985	90	17,875	13						

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36	Kettle Valley	2,637	34,061	2,300	2,271	97	2,921	63	2,300	3,464	23	3,816	49
37	Kingston and Pembroke	88,860	4,175,420	47,083	1,207	14,186	96,713	16	81,942	134,338	07	165,768	48
38	Klondike Mines	44,400	495,594		14,186		110,179	51	14,186	110,189	51	71,976	01
39	Lothbinière and Mégantic	51,312	702,753	18,780	28,651	33	28,651	53	18,960	34,870	07	27,964	97
40	London and Port Stanley	642,920	9,875,390	14,999	47,228		107,421	97	127,240	146,571	23	164,293	23
41	Maine Central	188,942	5,263,465	6,650	4,994	9,994	6,238	16	44,712	18,536	58	16,233	49
42	Manitoba Great Northern	98,815	2,063,606	23,826	9,994		58,728	28	42,652	66,376	01	145,660	94
43	Maritime Coal, Railway and Power Co.	209,067	2,257,813	15,272	11,082		60,459	62	26,354	68,087	92	40,658	87
44	Mississippi Valley	734,025	22,907,773		111,097		190,846	90	209,416	265,791	16	248,793	89
45	Moncton and Buerchele	23,588	469,367	23,232			18,014	48	23,232	265,791	16	248,793	89
46	Midland Railway Co. of Manitoba	227,362	16,219,042		65,169		240,663	41	181,446	30,865	69	29,732	15
47	Montreal and Atlantic	1,369,462	71,224,193	130,853	360,616		345,670	63	681,446	467,550	94	349,998	55
48	Montreal and Province Line	100,012	2,622,985	17,738	25,096		64,828	72	66,377	1,104,926	16	1,063,473	11
49	Montreal and Vermont Junction	390,604	8,622,702		35,400		61,225	33	99,296	145,066	38	109,777	35
50	Morrissey, Fernie and Michel	851,758	5,195,723	41,626	15,540		131,052	92	41,626	128,808	45	83,298	91
51	Napierville Jet	410,739	11,597,532	16,302	15,540		94,647	93	32,442	152,696	72	133,714	32
52	Nelson and Fort Sheppard	31,112	1,294,968		19,464		30,636	79	50,666	101,196	46	42,101	83
53	New Brunswick Coal and Railway Co.	68,570	2,973,170	37,138	20,440		40,428	55	57,138	82,723	14	107,807	76
54	New Brunswick and Prince Edward Island	49,793	786,688	20,040	31,760		30,636	29	56,810	74,330	34	74,330	34
55	New Westminster Southern	63,303	839,988	20,720			41,847	70	20,720	43,394	77	36,154	38
56	North Shore	3,930	31,440	4,800			1,291	85	4,800	57,844	29	30,114	73
57	Ottawa and New York	323,163	14,556,986		73,744		124,318	71	153,485	218,220	19	1,779	49
58	Père Marquette	2,881,897	445,513,342	12,498	862,745		2,451,840	63	1,136,229	2,689,475	48	1,692,960	01
59	Quebec Central	1,105,011	89,238,653	259,981	72,314		1,118,312	94	858,165	1,571,150	98	1,107,950	35
60	Quebec and Lake St. John	540,351	47,340,978	48,520	310,522		630,629	73	631,546	959,380	40	836,159	75
61	Quebec, Montreal and Southern	462,418	19,614,272	85,398	61,008		231,131	14	233,117	273,215	37	383,347	84
62	Quebec Oriental	42,074	2,906,201		56,992		52,571	66	120,903	395,466	37	383,347	84
63	Quebec Railway Light and Power Co.	193,575	1,668,176		24,184		66,089	80	68,037	101,687	58	94,370	91
64	Red Mountain	22,812	1,968,898	6,570	2,242		11,562	84	9,812	82,079	57	64,957	85
65	Rutland and Noyan	336,889	1,142,034		2,415		5,443	41	8,856	14,544	13	29,527	31
66	Salsbury and Albert	47,459	1,020,030	31,578	24,218	44	24,218	44	31,578	37,010	87	31,751	96
67	Schouberg and Aurora	10,863	108,630	23,197	7,216	51	7,216	51	23,197	13,284	41	15,522	98
68	Stanstead, Shefford and Chambly	414,512	2,127,092	17,472	25,167		55,816	26	85,069	104,669	02	99,692	96
69	St. Clair Tunnel				25,167		347,821	50	347,821	347,821	50	96,621	00
70	St. Lawrence and Adirondack	1,046,271	38,967,540		128,598		406,294	18	342,445	684,681	76	452,451	29
71	St. Martins	12,458	189,150	17,640	8,208	93	8,208	93	17,640	14,787	22	15,659	59
72	Sydney and Louisburg	4,911,063	69,382,774	19,928	236,921		747,369	87	279,676	818,198	30	539,905	54
73	Teniscouata	187,553	8,131,193	70,471	12,687		181,565	02	156,970	250,769	87	178,448	77
74	Temsiskaming and Northern Ontario	650,247	75,111,559	80,470	379,897		886,393	69	882,241	1,569,226	15	1,418,164	60
75	Thousand Islands	45,770	274,620	32,604	28,857	61	28,857	61	32,604	46,241	43	30,445	23
76	Toronto, Hamilton and Buffalo	2,788,028	108,735,895		184,293		1,271,882	92	491,738	1,826,247	24	980,964	48
77	Vancouver, Victoria and Esquim.	1,447,789	41,721,730	93,450	105,828		676,447	56	343,287	994,614	86	929,379	23
78	Victoria Terminal Rly and Ferry Co.	43,732	43,295	26	2,804	61	2,822	14	1,937	6,689	81	3,346	35
79	Victoria and Sydney, B.C.	45,282	620,317	26	38,642	88	38,789	88	31,898	78,860	58	52,957	06
80	Wabash (In Canada)	2,019,027	438,916,279	12,221	10,315		1,913,755	01	1,638,853	2,543,103	71	2,236,200	94
81	Wellington Colliery	278,542	2,947,435	30,000	79,326	09	79,326	09	30,000	84,162	49	84,162	49
82	York and Carleton	13,018	130,180	8,597			3,846	29	8,597	5,898	84	3,593	89
	Total	106,992,710	23,082,951,596	7,044,194	60,275,896	174,684,640	28,177,089,372	78,113,437,208	256,702,703	32,182,011,690	33		

TABLE 11.—SUMMARY OF TRAIN MILEAGE FOR THE YEAR ENDING JUNE 30, 1913.

1	2	3	4	5	6	7
Name of Railway.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Special Train Mileage.	Total Revenue Train Mileage.	Mileage of Non-Revenue Trains.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
1 Algoma Central and Hudson Bay	68,926	9,758	61,736	2,964	143,384	13,823
2 Algoma Eastern	660	12,773	11,215	26	24,674	3,403
3 Atlantic, Quebec and Western	61,321		22,324		83,645	4,985
4 Bay of Quinte		191,128	46,160		237,288	
5 Bedlington and Nelson	14	1,719	21		1,754	316
6 Brandon, Saskatchewan and Hudson Bay	13,678	69	21,281	90	68,118	2,156
7 British Yukon	2,426		15,494		1,507	1,507
8 Brockville, Westport and North Western	29,180	28,000	1,260	495	58,935	295
9 Canada Southern	1,809,547	151,072	1,913,821	773	3,875,213	79,447
10 Canadian Government Railways (Intercolonial)	3,692,390	353,416	4,895,957		8,341,963	305,004
11 " " (P. E. Island)				4,541	363,801	29,142
12 Canadian Northern (Ontario)	2,627,899	792,992	5,760,178	31,270	9,212,339	595,069
13 " " (Quebec)	425,390	104,761	382,930		913,081	47,221
14 " " (Quebec)	281,595	154,386	317,962	10,584	764,527	18,124
15 Canadian Pacific	22,333,392	1,888,065	27,611,103	71,501	51,904,291	2,253,786
16 Cape Breton		19,592			19,592	
17 Caracot		49,635			49,635	
18 Central Ontario	182,124	49,420	87,430	146	318,720	8,950
19 Crow's Nest Southern	45,654		56,799	104	102,557	4,881
20 Canada and Gulf Terminal		24,264			24,264	
21 Cumberland Railway		28,849	19,816		48,665	
22 Dominion Atlantic	304,870	196,028	110,534	587	612,019	47,019
23 Eastern British Columbia		7,638	96	80	7,814	120
24 Elgin and Havelock		17,256			17,256	
25 Esquimalt and Nanaimo			20,900		20,900	
26 Esquimalt and Nanaimo	133,760	6,836	134,979		275,575	34,039
27 Grand Trunk	8,390,090	469,779	11,340,942	20,446	20,221,257	904,678
28 " " (Canada Atlantic)	665,755	126,847	898,191	2,638	1,693,431	97,778
29 " " (Pacific)	1,222,837	341,463	2,175,467	2,323	3,743,120	763,268
30 Halifax and South Western	88,061	269,392	48,986	1,940	411,379	11,914
31 Hereford	33,622	33,219	20,398		87,239	2,346
32 Inverness Railway and Coal Co		13,407	68,355		111,462	
33 Ironclad, Bancroft and Ottawa		34,980			34,980	
34 International of New Brunswick	69,286	31,320	20,181	252	124,042	5,387

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35 Kent Northern.....	16,902	1,207	18,902	16,902
36 Kettle Valley.....	2,300		2,300	2,300
37 Kingston and Pembroke.....	47,683	14,186	61,869	81,542
38 Klondike Mines.....		180		18,960
39 Lotbinière and Mégantic.....	18,780	47,228	66,008	127,240
40 London and Port Stanley.....	14,999	4,208	19,207	14,613
41 Maine Central.....	6,650	9,994	16,644	11,839
42 Manitoba Great Northern.....	23,826	11,082	34,908	26,354
43 Maritime Coal, Railway & Power Co.....	15,272	111,097	126,369	209,416
44 Mississippi Valley.....	23,232		23,232	23,232
45 Moncton and Buctouche.....		65,169	65,169	181,446
46 Midland Railway Co of Manitoba.....	130,853	360,616	491,469	18,025
47 Montreal and Atlantic.....	17,738	25,096	42,834	666,377
48 Montreal and Province Line.....	54,165	35,400	89,565	12,035
49 Montreal and Vermont Junction.....	66,103		66,103	2,088
50 Morrissey, Fernie and Michel.....	41,626	15,540	57,166	41,626
51 Napierville Junction.....	16,902	19,464	36,366	32,442
52 Nelson and Fort Sheppard.....	57,138	31,760	88,898	57,024
53 New Brunswick Coal and Railway Co.....	20,040		20,040	56,810
54 New Brunswick and P. E. Island.....	20,720		20,720	20,720
55 New Westminster Southern.....	4,800		4,800	4,800
56 North Shore.....	79,741	73,744	153,485	17,387
57 Ottawa and New York.....	260,486	862,745	1,123,231	1,136,229
58 Pere Marquette.....	228,641	72,314	300,955	3,196
59 Quebec Central.....	197,250	310,522	507,772	263,927
60 Quebec and Lake St. John.....	48,520	61,008	109,528	6,663
61 Quebec, Montreal and Southern.....	126,809	56,992	183,801	588,899
62 Quebec Oriental.....	63,101	24,184	87,285	273,215
63 Quebec Railway, Light & Power Co.....	6,621	2,242	8,863	120,093
64 Red Mountain.....	5,441	2,415	7,856	30,805
65 Rutland and Noyan.....	31,578		31,578	8,812
66 Salisbury and Albert.....	23,197		23,197	7,856
67 Schoenberg and Aurora.....	17,472		17,472	31,578
68 Stanstead, Shefford and Chambly.....	43,918	23,167	67,085	23,197
69 St. Clair Tunnel.....	213,847		213,847	85,069
70 St. Lawrence and Adirondack.....		128,598	128,598	
71 St. Martins.....	22,827	236,921	259,748	342,445
72 Sydney and Louisburg.....	73,812	12,687	86,500	17,640
73 Temiscouata.....	419,237	379,897	799,134	279,676
74 Temiskaming and Northern Ontario.....		2,637	2,637	156,970
75 Thousand Islands.....	303,020	184,293	487,313	882,241
76 Toronto, Hamilton and Buffalo.....	143,652	105,838	249,490	32,604
77 Vancouver, Victoria & Eastern.....	1,326	635	1,961	491,738
78 Victoria Terminal Railway and Ferry Co.....	21,169	10,313	31,482	343,287
79 Victoria and Sydney, B. C.....	719,355	906,815	1,626,170	1,987
80 Wabash (in Canada).....	12,221		12,221	31,898
81 Wellington Colliery.....	30,000		30,000	1,638,852
82 York and Carleton.....	8,597		8,597	30,000
Total.....	7,044,194	60,275,896	67,320,090	113,437,208
		464,753		5,873,310

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TABLE 12.—SUMMARY OF Freight Traffic Movement for the Year ending June 30, 1913.

Name of Railway.	OTHER MILL PRODUCTS.						HAY.		
	Originating on this Road.	Received from other Roads in Canada.	Received from U. S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U. S. Roads.	Total freight tonnage.	
1 Algoma Central and Hudson Bay	1,420	1,832		3,252	175	126		301	
2 Algoma Eastern	93	93		93	118			118	
3 Atlantic Quebec and Western	9	396		405	201	1,211		1,412	
4 Bay of Quinte	2,649	1,088		3,737	372	2,852		3,224	
5 Bedlington and Nelson			65	55,225	275		59	59	
6 Brandon, Saskatchewan and Hudson Bay	55,160			2,490	380			275	
7 British Yukon	2,490			3,351	1,133	2,957		380	
8 Brockville, Westport and North Western	177	3,174		1,040,816	31,871	60,383	161,782	4,090	
9 Canada Southern	27,411	65,531	947,874	1,040,816	54,503	150,264		254,036	
10 Canadian Govt. Railway—Intercolonial	23,803	143,223		16,207	2,970	1,306		204,767	
11 " " P. E. Island	15,632	575		1,635,302	86,696	7,002	1,085	4,276	
12 Canadian Northern	1,537,779	95,613	1,910	7,402	2,369	1,108		94,784	
13 " " Ontario	4,828	2,634		19,544	3,320	17,596		3,477	
14 " " Quebec	10,950	7,976	618	4,437,064	674,420	60,017	74,956	20,916	
15 Canadian Pacific	4,052,811	273,933	110,320	17	1	759		809,393	
16 Cape Breton				155		1,020		1,020	
17 Caracquet	2,636	4,802		7,438	116	2,534		2,650	
18 Central Ontario				562	70	35		157	
19 Crow's Nest Southern	150	326	86	1,044	8	510	52	518	
20 Canada and Gulf Terminal	100	944		5,962		4,210		4,210	
21 Cumberland Railway		680		216		18		18	
22 Dominion Atlantic		4,293		300	10	600		610	
23 Eastern British Columbia	1,669	216		16,966	2,768	340		340	
24 Elgin and Havelock	2	710		1,969,105	374,050	52,355	182,024	9,736	
25 Essex Terminal		300		214,233	33,644	19,963	134	608,429	
26 Esquimaux and Nainaimo	9,968	6,998		3,738	5,976	2,494		53,741	
27 Grand Trunk	1,138,960	148,539	681,606	3,823	570	130		8,470	
28 " (Canada Atlantic)	191,164	22,963	106	3,823	95	1,448		1,201	
29 " Pacific				741				1,543	
30 Halifax and South Western	1,923	1,815	2,090	124		187		223	
31 Hereford	485	1,248							
32 Inverness Railway and Coal Co.	22	741							
33 Irondale, Bancroft and Ottawa	2	122							

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34 International of New Brunswick.....	684	1,234	1,981	218	450	668
35 Kent Northern.....	27	27	27	5	1,055	1,060
36 Kettle Valley.....	112	20	132	132	1,255	1,312
37 Kingston and Pembroke.....	7,216	1,165	8,381	57	268	384
38 Klondike Mines.....	54	218	272	116	1	3
39 L'Anse-au-Loup and Megantic.....	40	2,159	6,440	2	236	236
40 London and Port Stanley.....	41	4,281	763	194	40	272
41 Maine Central.....	35,745	956	36,875	40	397	437
42 Manitoba Great Northern.....	83	253	336	272	3,813	4,702
43 Maritime Coal Railway and Power Co.....	601	21,825	29,357	41	350	391
44 Massachusetts Valley.....	13	751	764	615	105,097	105,893
45 Moncton and Buctouche.....	449	17,120	110,194	114	1,398	1,512
46 Midland Railway Co. of Manitoba.....	216	4,524	4,740	24	4,368	4,392
47 Montreal and Atlantic.....	11	82,288	82,479	20	566	603
48 Montreal and Province Line.....	492	319	1,030	20	21	123
49 Montreal and Vermont Jct.....	52	21	184	501	501	501
50 Morrissey, Fermie and Michel.....	53	589	589	450	17	17
51 Naperville Jct.....	99	90	110	181	1,775	1,985
52 Nelson and Fort Sheppard.....	99	1,077	1,975	801	504	1,205
53 New Brunswick Coal and Railway Co.....	2,799	10,271	26,643	24,746	5,078	24,746
54 New Brunswick and P. E. Island.....	454	13,504	13,504	1,574	7,772	6,652
55 New Westminster Southern.....	75	10,319	13,113	72	2,618	2,719
56 North Shore.....	4,478	3,463	3,917	101	244	1,053
57 Ottawa and New York.....	15	90	165	809	32	32
58 Père Marquette.....	2,159	402	4,417	95	1,004	1,099
59 Québec Central.....	601	86,020	86,020	1,063	4,438	5,441
60 Québec and Lake St. John.....	26	1,602	3,910	1,873	918	2,830
61 Québec, Montreal and Southern.....	314	1,400	1,707	39	400	2,400
62 Québec Oriental.....	1,463	510	536	376	3,352	3,352
63 Québec Railway, Light and Power Co.....	2,006	1,966	2,580	610	2,832	2,708
64 Red Mountain.....	3,783	1,966	2,580	610	6,104	6,714
65 Rutland and Noyan.....	324	66,725	68,731	4,361	406	406
66 Salisbury and Albert.....	144	565	14,457	21	47,847	52,208
67 Schomberg and Aurora.....	2,168	778	889	247	89	1,826
68 Stanstead, Shefford and Chambly.....	7,149,079	1,204,619	2,032,584	1,290,884	298	289
69 St. Clair Tunnel.....	601	86,020	86,020	113	225	31,269
70 St. Lawrence and Adirondack.....	26	510	536	364	109	109
71 St. Martin's.....	314	1,966	2,580	376	298	289
72 Sydney and Louisburg.....	1,463	5,509	6,972	610	225	31,269
73 Temiscouata.....	2,006	1,372	1,372	113	109	109
74 Temiskaming and Northern Ontario.....	3,783	66,725	68,731	4,361	47,847	52,208
75 Thousand Islands.....	324	565	14,457	247	89	1,826
76 Toronto Hamilton and Buffalo.....	144	778	889	247	298	289
77 Vancouver, Victoria and Eastern.....	2,168	778	889	113	225	31,269
78 Victoria Terminal Railway and Ferry Co.....	7,149,079	1,204,619	2,032,584	1,290,884	298	289
79 Victoria and Sydney, B.C.....	601	86,020	86,020	113	109	109
80 Wabash (in Canada).....	26	510	536	376	3,352	3,352
81 Wellington Colliery.....	314	1,966	2,580	610	2,832	2,708
82 York and Carleton.....	1,463	5,509	6,972	610	6,104	6,714
Final total.....	7,149,079	1,204,619	2,032,584	1,290,884	628,742	2,374,198





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34 International of New Brunswick.....	40	17			57	581	938		1,519
35 Kent Northern.....						46			46
36 Kettle Valley.....	5				5			110	110
37 Kingston and Pembroke.....	403	4 86			8 89	1,369	1 31		1,500
38 Klondike Mines.....	103	414			517	407			407
39 Lotbinière and Magantic.....	37	20			318	318	170		488
40 London and Port Stanley.....			318		318			181	181
41 Maine Central.....	423	55	87		565				
42 Manitoba Great Northern.....	237	331			578		439		439
43 Maritime Coal Railway and Power Co.....	543	4,613	1,598		6,754	2,336	6,699	919	9,954
44 Mississippi Valley.....									
45 Moncton and Baerouche.....	22		820		812			675	675
46 Midland Railway Co. of Manitoba.....	691	70,880	356		71,327	25,976	14,562		40,538
47 Montreal and Atlantic.....	72	1,044			1,116	12,696	384		13,080
48 Montreal and Province Line.....	16	41,504			41,520	6,876	26,964		33,840
49 Montreal and Vermont Jet.....									
50 Morrissey, Fernie & Michel.....									
51 Naperville Jet.....		220			220	7,928	51		7,982
52 Nelson and Fort Sheppard.....		162	345		507	12		4,043	4,055
53 New Brunswick Coal and Railway Co.....									
54 New Brunswick and P. E. Island.....	97	510			510	4,510	183		4,510
55 New Westminster Southern.....	419	609			706	390	1,302		1,692
56 North Shore.....					419				
57 Ottawa and New York.....	86	1,811	43		1,940	3,031	2,944		5,975
58 Père Marquette.....	599	60	317		976		2,170	3,450	5,620
59 Quebec Central.....									
60 Quebec and Lake St. John.....	1,493	1,461			2,954	2,770	1,084		3,854
61 Quebec and Montreal.....	15	1,162			1,177	30,487	3,662		34,149
62 Quebec Oriental.....	40	20			30	221		221	221
63 Quebec Railway, Light and Power Co.....	634	132			766	381	874		1,255
64 Red Mountain.....	15		47		62			1,243	1,243
65 Rutland and Noyan.....						158	36,704	15	36,877
66 Salisbury and Albert.....						876			876
67 Schomberg and Aurora.....									
68 Stanstead, Shefford and Chambly.....		41,504			41,504	4,923	32,592		37,515
69 St. Clair Tunnel.....									
70 St. Lawrence and Adirondack.....	1,576	1,296	313		3,185	7,510	28,032	95	35,637
71 St. Martin's.....							180		180
72 Sydney and Louisburg.....	162	820			982	62	5,416		5,478
73 Thousand Islands.....	73	108			181	489			677
74 Temiskaming and Northern Ontario.....	675	1,435			2,170	3,025	7,835		10,860
75 Toronto, Hamilton and Buffalo.....	170				170				
76 Toronto, Victoria and Eastern.....	3,444	3,681			7,125	457	2,068		2,525
77 Vancouver, Victoria and Eastern.....	1,604	130	1,550		3,284	13,376	59	5,122	18,557
78 Victoria Terminal Railway and Ferry Co.....	1,289	303			1,592	31	979		1,360
79 Victoria and Sydney, B. C.....		1,592			1,592	937	423		1,360
80 Wabush (in Canada).....			88,879		88,879	173		20,347	20,520
81 Wellington Colliery.....		103			103				
82 York and Carleton.....						706	667		1,373
Final total.....	547,149	312,769	450,249		1,310,167	747,976	305,842	118,204	1,172,022



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34	International of New Brunswick	5	5	10					
35	Kent Northern								
36	Kettle Valley	85	10	115	10			132	142
37	Kingston and Pembroke								
38	Klondike Mines								
39	Lotbinière and Mégantic								
40	London and Port Stanley								
41	Maine Central								
42	Manitoba Great Northern								
43	Maritime Coal, Railway and Power Co.		6	21	8				8
44	Massawippi Valley		126	147				11	11
45	Moncton and Buctouche								
46	Midland Railway Co. of Manitoba	34		45				54	54
47	Montreal and Atlantic	15	2,111	491			5,778	4,361	10,139
48	Montreal and Province Line								
49	Montreal and Vermont Jct.								
50	Morrissey, Fernie and Michel								
51	Napierville Jct.					126		133	133
52	Nelson and Fort Sheppard								
53	New Brunswick Coal and Railway Co.								
54	New Brunswick and P. E. Island								
55	New Westminster Southern								
56	North Shore	2	1	3	184			851	1,446
57	Ottawa and New York	21		21					
58	Père Marquette								
59	Quebec Central								
60	Quebec and Lake St. John	78	34	112					
61	Quebec, Montreal and Southern	14		14			12		12
62	Quebec Oriental								
63	Quebec Railway, Light and Power Co.	35	1	36	353		3,443		3,796
64	Red Mountain								
65	Rutland and Noyan								
66	Salisbury and Albert								
67	Schomberg and Aurora								
68	Stansstead, Shefford and Chambly								
69	St. Clair Tunnel								
70	St. Lawrence and Adirondack		91	298	13		122	490	625
71	St. Martin's								
72	Sydney and Louisburg		14	14					
73	Témiscouata	15	19	34			3		3
74	Temiskaming and Northern Ontario								
75	Thousand Islands								
76	Toronto, Hamilton and Buffalo	77	638	715			1,759		1,759
77	Vancouver, Victoria and Eastern			125				443	443
78	Victoria Terminal Railway and Ferry Co.								
79	Victoria and Sydney, B. C.							10,310	10,310
80	Wabash (in Canada)								
81	Wellington Colliery								
82	York and Carleton								
	Final total	36,988	11,497	65,489	13,746	17,004	23,251	56,810	93,807

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—Continued.

Number.	Name of Railway.	PRODUCTS OF AGRICULTURE.						OTHER PRODUCTS OF AGRICULTURE.					
		FRUIT AND VEGETABLES.			Total freight tonnage.			FRUIT AND VEGETABLES.			Total freight tonnage.		
		Originating on this Road.	Received from Roads in Canada.	Received from U. S. Roads.	Received from other Roads in Canada.	Received from U. S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U. S. Roads.	Received from other Roads in Canada.	Received from U. S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay.....	428	166				594	42				42	
2	Algoma Eastern.....	78					78						
3	Atlantic, Quebec and Western.....	10	42				52	26	57			83	
4	Bay of Quinté.....	1,168	186				1,354						
5	Bedlington and Nelson.....												
6	Brandon, Saskatchewan and Hudson Bay.....	19		1,477			1,496				16	16	
7	British Yukon.....	764					764						
8	Brookville, Westport and North Western.....	228	163				391						
9	Canada Southern.....	30,741	3,206	126,977			160,924	8,700	4,106	76,030		88,836	
10	Canadian Govt. Railway—Intercolonial.....	43,572	27,594				71,166	4,214	10,185			14,399	
11	Canadian Govt. Railway—P. E. Island.....	10,203	121				10,324						
12	Canadian Northern.....	19,958	3,001	12,014			34,973						
13	“ “ Quebec.....	4,101	831				4,932						
14	“ “ Ontario.....	1,061	1,730	114			2,895						
15	Canadian Pacific.....	254,079	58,182	107,069			479,330	139,938	30,617	6,585		177,095	
16	Cape Breton.....	8					8						
17	Caracquet.....	20	45				65	1,200				1,200	
18	Central Ontario.....	8,340	5,742				14,082						
19	Crow's Nest Southern.....	28		1,038			1,066						
20	Canada and Gulf Terminal.....	2,248	19				2,267						
21	Cumberland Railway.....	161	310				471	22	112			134	
22	Dominion Atlantic.....	69,210	144				69,354	10,662	11			10,673	
23	Eastern British Columbia.....		124				124						
24	Elgin and Havelock.....		10				421	172	12			184	
25	Essex Terminal.....	411	60				60						
26	Esquimalt and Nanaimo.....		2,241				4,094	596	1,041			1,637	
27	Grand Trunk.....	146,328	15,015	119,529			280,872	46,368	14,783	27,907		89,058	
28	“ “ (Canada Atlantic).....	1,170	9,700	2,048			12,918	1,514	1,883	567		3,964	
29	“ “ Pacific.....												
30	Halifax and South Western.....	5,696	181				5,877						
31	Hereford.....	37	24	21			82	58	3	23		84	
32	Inverness Railway and Coal Co.....	40	76				116						
33	Irondale, Bancroft and Ottawa.....	11	361				372						

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34 International of New Brunswick.....	338	117	455	255	255
35 Kent Northern.....	126		126		
36 Kettle Valley.....	502		502		
37 Kingston and Pembroke.....	85	68	153		
38 Klondike Mines.....					
39 Loebière and Mégantic.....	24	40	64	410	552
40 London and Port Stanley.....	191	102	293	151	232
41 Maine Central.....			2,385		10
42 Manitoba Great Northern.....	421	955	2,063	145	347
43 Maritime Coal, Railway and Power Co.....	19	221	240		171
44 Mississippi Valley.....	277	529	1,039	74	328
45 Moncton and Buroche.....			3,936		3,936
46 Midland Railway Co. of Manitoba.....	13		7,855	367	2,629
47 Montreal and Atlantic.....	529	11,031	12,754	51	2,581
48 Montreal and Province Line.....			1,194		6,580
49 Montreal and Vermont Jct.....		2,973	552		
50 Morrissey, Fernie and Michel.....			3,525		3,000
51 Napierville Jct.....	39		4,431		
52 Nelson and Port Sheppard.....	22	12	278		
53 New Brunswick Coal and Railway Co.....					
54 New Brunswick and P. E. Island.....					
55 New Westminster Southern.....	165	362	527		
56 North Shore.....					
57 Ortava and New York.....	378	123	642	54	39
58 Père Marquette.....	528	251	800	400	11,475
59 Quebec Central.....					18,110
60 Quebec and Lake St. John.....	1,172	1,112	2,284		939
61 Quebec, Montreal and Southern.....	206	662	868		
62 Quebec Oriental.....					
63 Quebec Railway, Light and Power Co.....	297	117	414	1,375	381
64 Red Mountain.....	14		290	95	29
65 Rutland and Noyan.....		18	532		
66 Salisbury and Albert.....					
67 Schomberg and Aurora.....	172		172		
68 Stanstead, Shefford and Chambly.....	1,260	2,973	4,785	487	487
69 St. Clair Tunnel.....			552		4,044
70 St. Lawrence and Adirondack.....	264	3,400	5,937	242	
71 St. Martin's.....	100		100		612
72 Sydney and Louisbourg.....	126	672	798	92	1,888
73 Temiscouata.....					812
74 Temiskaming and Northern Ontario.....					904
75 Thousand Islands.....	1,314	5,740	7,054	2,445	2,567
76 Toronto, Hamilton and Buffalo.....				47	47
77 Vancouver, Victoria and Eastern.....	5,762	5,962	11,724	1,542	7,129
78 Victoria Terminal Railway and Ferry Co.....	5,966	16	14,220	234	1,469
79 Victoria and Sydney, B. C.....	105	298	403	51	157
80 Wabash (in Canada).....	255	148	405	106	157
81 Wellington Colliery.....	4,271	2,372	45,764	149	34,085
82 York and Carleton.....		97	97		
Final total.....	626,912	169,635	1,295,568	231,533	499,269
			499,021	93,686	174,050
					499,269



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34	International of New Brunswick.....	1,056	216			1,272	57	401		518
35	Kent Northern.....	40	7			47				
36	Kettle Valley.....									
37	Kingston and Pembroke.....	1,948	152			2,100	219	17		236
38	Klondike Mines.....									
39	Loburnière and Mégantic.....	258	138			396	33	16		49
40	London and Port Stanley.....									
41	Maine Central.....	23			111	134			162	
42	Manitoba Great Northern.....		32			32		27		27
43	Maritime Coal, Railway and Power Co.....	501	206		975	1,682	309	1,513	606	2,428
44	Massawippi Valley.....									
45	Moncton and Buctouche.....									
46	Midland Railway Co. of Manitoba.....	21		427		448			240	
47	Montreal and Atlantic.....	4,948	1,105	10		5,663		20,750	3,500	24,250
48	Montreal and Province Line.....	432	588			1,020				
49	Montreal and Vermont Jct.....		6,566			6,566				
50	Morrissey, Fernie and Michel.....									
51	Napierville Jct.....	1,006		85		1,091				
52	Nelson and Fort Sheppard.....			24		24			72	72
53	New Brunswick Coal and Railway Co.....									
54	New Brunswick and P. E. Island.....	110				110				
55	New Westminster Southern.....		10			10				
56	North Shore.....									
57	Ottawa and New York.....	1,961	2,001	16	3,181	1,986	10		24	24
58	Père Marquette.....					5,182				10
59	Quebec Central.....	6,364				6,364				
60	Quebec and Lake St. John.....	2,948	80			3,028	87	150		237
61	Quebec, Montreal and Southern.....	2,667	82			2,749	37	50		87
62	Quebec Oriental.....	36	21			57	350	106		456
63	Quebec Railway, Light and Power Co.....	311				311	136			136
64	Red Mountain.....			34		34				
65	Rutland and Noxan.....		16	4		20		19		19
66	Salisbury and Albert.....	283				285				
67	Schomberg and Aurora.....	1,330				1,330	46			46
68	Stansstead, Shefford and Chambly.....	1,416	6,410			7,826				
69	St. Clair Tunnel.....									
70	St. Lawrence and Adirondack.....			155		1,644			40	40
71	St. Martin's.....	1,018	471							
72	Sydney and Louisbourg.....	6	1,216			1,222	82	5,812		5,804
73	Témiscouata.....	339	101			500	44	199		243
74	Temiskaming and Northern Ontario.....	1,150	2,117			3,267	54	1,400		1,454
75	Thousand Islands.....	979	67			1,046				
76	Toronto, Hamilton and Buffalo.....	1,851	3,858			5,709	17	40		57
77	Toronto, Victoria and Eastern.....	860	15	2,982		3,857	2,622		1,849	4,471
78	Victoria Terminal Railway and Ferry Co.....		10			20	265	242		507
79	Victoria and Sydney, B. C.....	10	14			24	17	490		507
80	Wabash (in Canada).....	352		16,557		16,971		77,289		77,289
81	Wellington Colliery.....									
82	York and Carleton.....									
	Final total.....	814,393	133,395	278,454		1,226,242	128,311	50,116	437,847	616,274

TABLE 12.—SUMMARY of Freight Movement for the Year ending June 30, 1913.

## PRODUCTS OF ANIMALS—Continued.

## POULTRY, GAME AND FISH.

## OTHER PACKING-HOUSE PRODUCTS.

Name of Railway.

Number.	Name of Railway.	OTHER PACKING-HOUSE PRODUCTS.			POULTRY, GAME AND FISH.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.
1	Algoma Central and Hudson Bay	100	67	167	1	1	1	1
2	Algoma Eastern	1	30	30	2,613	10	1	2,623
3	Atlantic, Quebec and Western	129	53	182	11	11	11	11
4	Bay of Quinté							
5	Bedfordton and Nelson							
6	Brandon, Saskatchewan and Hudson Bay	162	16	162	15	15	15	15
7	British Yukon	3	19	19	49	8	57	57
8	Brookville, Westport and North Western	13,553	2,741	95,252	1,255	1,405	39,316	41,976
9	Canada Southern	14,051	29,000	43,051	17,164	20,437	37,601	37,601
10	Canadian Govt. Railway—Intercolonial	3,187	211	3,398	3,384	412	3,796	3,796
11	" " P. E. Island	14,887	5,007	20,894	2,453	142	2,643	2,643
12	Canadian Northern	800	212	1,072	44	256	48	2,300
13	" " Ontario		1,635	1,785	2,960	2,167	18	5,145
14	" " Quebec	26,427	8,094	58,294	40,752	10,792	6,701	58,245
15	Canadian Pacific				183	183	183	183
16	Cape Breton				1,260	1,260	1,260	1,260
17	Caracquet	998		998	90	90	90	90
18	Central Ontario							
19	Crow's Nest Southern			121				
20	Canada and Gulf Terminal				36	5	41	41
21	Cumberland Railway		62	62	21	21	21	21
22	Dominion Atlantic	300	37	337	3,852	877	4,729	4,729
23	Eastern British Columbia							
24	Elgin and Havelock	10		10	66	10	76	76
25	Essex Terminal							
26	Esquimalt and Nanaimo	246	601	847	900	69	978	978
27	Grand Trunk	33,348	2,063	77,061	851	5,241	15,051	21,143
28	" " (Canada Atlantic)	713	1,674	2,652	22	43,394	446	4,862
29	" " Pacific							
30	Halifax and South Western	275	488	763	12,349	220	12,569	12,569
31	Hereford	7	3	21	4	4	4	4
32	Inverness Railway and Coal Co.	20	16	36	1,218	91	1,309	1,309
33	Irontale, Bancroft and Ottawa				2	3	5	5



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34 International of New Brunswick.....	171	71	242	22	15	37
35 Kent Northern.....				686		686
36 Kettle Valley.....	86	29	115		63	63
37 Kingston and Pembroke.....						
38 Klondike Mines.....	50	30	80	19	3	22
39 L'Anse-au-Loup.....	4	5	9		1	1
40 London and Port Stanley.....						
41 Maine Central.....						
42 Manitoba Great Northern.....	3	48	107	90	9	82
43 Maritime Coal, Railway and Power Co.....	355		415	2	212	242
44 Massawippi Valley.....						
45 Moncton and Buctouche.....						
46 Midland Railway Co. of Manitoba.....			335			605
47 Montreal and Atlantic.....	32	4,473	7,211		3,670	2,508
48 Montreal and Province Line.....				6		6
49 Montreal and Vermont Jct.....		72	72	2	41	43
50 Morrissey, Fernie and Michel.....						
51 Napierville Jct.....				9	73	82
52 Nelson and Fort Sheppard.....						28
53 New Brunswick Coal and Railway Co.....						
54 New Brunswick and P.E. Island.....				851		851
55 New Westminster Southern.....	18		18			
56 North Shore.....						
57 Ottawa and New York.....	11	15	26	84	8	92
58 Père Marquette.....	64	40	104	32	20	52
59 Quebec Central.....						
60 Quebec and Lake St. John.....	446		446	2,554		2,554
61 Quebec, Montreal and Southern.....	20	20	20	58	54	112
62 Quebec Oriental.....	21	21	21	371	3,291	3,662
63 Quebec Railway, Light and Power Co.....	320		320	14		14
64 Red Mountain.....						
65 Rutland and Noyan.....						
66 Salisbury and Albert.....						
67 Selkirk and Aurora.....						
68 Stanstead, Shefford and Chambly.....	72		72		44	44
69 St. Clair Tunnel.....						
70 St. Lawrence and Adirondack.....	208	104	456	746	4,647	5,527
71 St. Martin's.....					134	
72 Sydney and Louisburg.....	28	912	940	112	181	263
73 Temiscouata.....	123	33	156	76	33	109
74 Temiskaming and Northern Ontario.....						
75 Thousand Islands.....						
76 Toronto, Hamilton and Buffalo.....						
77 Toronto, Victoria and Eastern.....	2,428	625	3,053	15	1,313	1,328
78 Vancouver Terminal Railway and Ferry Co.....	188		242	3,474	643	4,117
79 Victoria and Sydney, B.C.....	71	270	341	25	18	43
80 Wabash (in Canada).....	10	331	341	6	37	43
81 Wellington Colliery.....			48,975			36,738
82 York and Carleton.....				174	26	200
Final total.....	113,647	59,954	198,062	100,968	60,446	263,760

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—Continued.

Number.	Name of Railway.	PRODUCTS OF ANIMALS—Continued.							
		Wool.			HIDES AND LEATHER.				
		Originating on this Road.	Received from Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay	4				4	9		9
2	Algoma Eastern								
3	Atlantic, Quebec and Western	37	26			63	41	17	58
4	Bay of Quinté	1				1	3		3
5	Bedlington and Nelson								
6	Brandon, Saskatchewan and Hudson Bay						60		60
7	British Yukon								
8	Brookville, Westport and North Western						46		46
9	Canada Southern	155	11	10,312		10,508	1,733	2,444	23,545
10	Canadian Govt. Railway—Intercolonial	946	1,713			2,639	5,758	3,781	9,539
11	" " P. E. Island	59				59	593	9	602
12	Canadian Northern						3,712	233	3,946
13	" " Ontario	1,485	144			1,629	423	479	1,061
14	" " Quebec	3,321	4,352	73		7,746	25,209	18,763	57,417
15	Canadian Pacific	4				4	19		19
16	Cape Breton								
17	Caracquet								
18	Central Ontario	13				13	25	25	25
19	Crow's Nest Southern						73		73
20	Canada and Gulf Terminal	4				4	15	7	22
21	Cumberland Railway						9	12	14
22	Dominion Atlantic						324	35	359
23	Eastern British Columbia		1			1	30	3	33
24	Elgin and Havelock	6				6			
25	Essex Terminal								
26	Esquimaux and Nanaimo	92	849	9,741		11,721	219	367	586
27	Grand Trunk	1,131	187	13		211	23,808	17,312	65,176
28	" " (Canada Atlantic)	11					1,555	4,171	6,245
29	" " Pacific						149	3	152
30	Halifax and South Western						11	1	13
31	Hereford	3				3	90		90
32	Inverness Railway and Coal Co.	20				20			
33	Irondale, Bancroft and Ottawa	1	1			2			5



TABLE 12.—SUMMARY OF Freight Traffic Movement for the Year ending June 30, 1913—Continued.

Name of Railway.	PRODUCTS OF ANIMALS— <i>Con.</i>				PRODUCTS OF MINES.			
	OTHER PRODUCTS OF ANIMALS.				ANTHRACITE COAL.			
	Originating on this Road.	Received from Roads in Canada.	Received from U. S. Roads.	Total freight tonnage.	Originating on this Road.	Received from Roads in Canada.	Received from U. S. Roads.	Total freight tonnage.
1 Algoma Central and Hudson Bay.....					36	1,298		1,281
2 Algoma Eastern.....					163			163
3 Atlantic, Quebec and Western.....	27	47		74				
4 Bay of Quinté.....					626	852		1,478
5 Bedfordton and Nelson.....			24				5,909	5,909
6 Brandon, Saskatchewan and Hudson Bay.....	25			49				
7 British Yukon.....	356			356				
8 Brockville, Westport and North Western.....	3,591			3,591				
9 Canada Southern.....	12,894	7,073	98,702	118,669		1,336		1,336
10 Canadian Govt. Railway—Intercolonial.....	7,293	5,202		12,495	20,745	26,705	1,621,016	1,621,016
11 Canadian Northern.....					333			47,420
12 " " Ontario.....					273,610	114,435	5,689	393,740
13 " " Quebec.....						18,372		18,372
14 Canadian Pacific.....	112,683	20,157	12,102	144,942	191,512	995,094	27,502	1,214,108
15 Cape Breton.....								
16 Caracquet.....		65		65		210		210
17 Central Ontario.....					999	8,815		9,814
18 Crow's Nest Southern.....	11		255	266				
19 Canada and Gulf Terminal.....	160			160				
20 Cumberland Railway.....	1			3				
21 Dominion Atlantic.....	12,392	3,468		15,860				
22 Eastern British Columbia.....								
23 Elgin and Havelock.....	8		4	12		10		10
24 Essex Terminal.....						500		500
25 Esquimaux and Nanaimo.....	903	1,985		2,888	336	1,028		1,364
26 Grand Trunk.....	20,648	9,652	43,475	73,775	80,433	105,107	2,075,802	2,261,342
27 " (Canada Atlantic).....	2,458	218	16	2,692	1,995	147,381	10,920	160,296
28 " Pacific.....								
29 Halifax and South Western.....	316		1	317		28		28
30 Inverness RY. and Coal Co.....					1	56		57
31 Frontale, Banroff and Ottawa.....						1,222		1,222



TABLE 12.—SUMMARY OF Freight Traffic Movement for the Year ending June 30, 1913—Continued.

Number.	Name of Railway.	BITUMINOUS COAL.				COKE.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay	18,741	18,538		37,279				
2	Algoma Eastern	1,730	70		1,800	162			162
3	Atlantic, Quebec and Western		1,614		1,614				
4	Bay of Quinté	28,549	5,037		33,586	2,186	9,031		11,217
5	Bedfordton and Nelson								
6	Brandon, Saskatchewan and Hudson Bay			5,022	5,022			19	19
7	British Yukon	206			206				
8	Brockville, Westport and North Western		829		829		74		74
9	Canada Southern		6,756	807,770	814,526	1,020		360,886	361,906
10	Canadian Govt. Railway—Intercolonial	777,856	501,165		1,279,021	13,129	15,557		28,686
11	" " P. E. Island	13,587	449		14,036	1			1
12	Canadian Northern	451,432	197,411	65,334	714,177	2,031	785	1,131	3,947
13	" " Ontario		61,675		61,675	6,947	39		6,986
14	" " Quebec		7,531	82,901	90,432				
15	Canadian Pacific	1,827,621	838,780	51,602	2,718,003	281,774	138,545	31,971	452,290
16	Cape Breton		1,444		1,444				
17	Caraquet		2,815		2,815				
18	Central Ontario	2,882	20,589		23,471	56	890		946
19	Crow's Nest Southern	24,626	51,113		75,739	142,055			142,055
20	Canada and Gulf Terminal								
21	Cumberland Railway	322,211	93		322,211				
22	Dominion Atlantic	4,743	14,172		18,915				
23	Eastern British Columbia	108,261			108,261				
24	Elgin and Havelock		30		30				
25	Essex Terminal		12,400		12,400				
26	Esquimalt and Nanaimo	52,822			52,822				
27	Grand Trunk	105,521	240,741	2,006,370	2,352,632	39,621	19,785	274,321	338,737
28	" " (Canada Atlantic)	458	190,357	4,172	194,987	60	377	49	486
29	" " Pacific								
30	Halifax and South Western	1,641	9,643		11,284				
31	Herford		7	306	313				
32	Inverness Railway and Coal Co.		40		270,796				
33	Irondale, Bancroft and Ottawa	270,756	276		271,032			1	1

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34	International of New Brunswick	41	90						
35	Kent Northern								
36	Kettle Valley								
37	Kingston and Pembroke	2,916	3,068	152				50	50
38	Klondike Mines	255							
39	Lotbinière and Mégantic								
40	London and Port Stanley								
41	Maine Central								
42	Manitoba Great Northern	16						106	106
43	Maritime Coal, Railway and Power Co.							203,040	203,040
44	Massawippi Valley		158					8	1,162
45	Moncton and Bécouche	3,210							
46	Midland Railway Co. of Manitoba								
47	Montreal and Atlantic								
48	Montreal and Province Line	5,424	21,205					650	650
49	Montreal and Vermont Jet	5,090	5,424	348				2,203	2,228
50	Morrissey, Fernie and Michel	830,405	426						
51	Napierville Jet		45	13,214					
52	Nelson and Fort Sheppard	55	88	3,103					658
53	New Brunswick Coal and Railway Co.	47,425							
54	New Brunswick and P. E. Island		3,250					310	310
55	New Westminster Southern	126	670					28	28
56	North Shore	3,011							
57	Ottawa and New York	69	341	103,453				1,110	1,110
58	Père Marquette			1,098,525				157	505
59	Quebec Central		10,716					310	
60	Quebec and Lake St. John		57,332						
61	Quebec, Montreal and Southern	127	1,913	3,743				113	517
62	Quebec Oriental	50	6,871						
63	Quebec Railway, Light and Power Co.	12,335							
64	Red Mountain			1,217					
65	Rutland and Noyan			1,826					
66	Salisbury and Albert		906					22	22
67	Schomberg and Aurora								
68	Stanstead, Shefford and Chambly		828						
69	St. Clair Tunnel								
70	St. Lawrence and Adirondack	32	744	285,486				30	34,299
71	St. Martin's		300						
72	Sydney and Louisbourg	4,642,923						610	610
73	Temisquiata	2,883	501						
74	Temisquiata and Northern Ontario	10,623	81,964					184	1,068
75	Thousand Islands		616					70	196
76	Toronto, Hamilton and Buffalo		504,559					321,068	321,068
77	Vancouver, Victoria and Eastern		26,554	22,875				43	91,525
78	Victoria Terminal Railway and Ferry Co.		167						
79	Victoria and Sydney, B. C.		271						
80	Wabash (in Canada)		220	48,461					8,519
81	Wellington Colliery								
82	York and Carleton	274,180						18	18
	Final total	9,871,097	2,866,953	5,192,603	17,930,653	693,307	510,041	806,850	2,010,198







TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—Continued.

Number.	Name of Railway.	PRODUCTS OF MINES—Con.				PRODUCTS OF FORESTS.			
		OTHER PRODUCTS OF MINES.				LUMBER.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U. S. Roads.	Total freight tonnage.	Originating from other Road.	Received from Roads in Canada.	Received from U. S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay	720			720	5,785	412		6,197
2	Algoma Eastern	23,385			23,385	2,415			2,415
3	Atlantic, Quebec and Western					3,371	811		4,182
4	Bay of Quinté					10,143	3,995		14,138
5	Bedfordton and Nelson			20	20	1,257		348	1,605
6	Brandon, Saskatchewan and Hudson Bay					56	38	1,862	1,956
7	British, Yukon					4,670			4,670
8	Brookville, Westport and North Western					1,058	980		2,038
9	Canada Southern	89,475	2,825	82,449	174,749	13,300	18,300	275,414	307,249
10	Canadian Govt. Railway—Intercolonial.	29,062	39,680		68,742	683,082	140,663		823,745
11	Canadian Northern					14,566	329		14,895
12	Canadian Northern	332	631		963	706,391	157,641	37,298	901,330
13	“ Ontario.	7,002	11,680	393	19,075	89,632	17,015	1,641	106,647
14	“ Quebec.	140,797	66,722	8,324	215,843	69,431	28,786		98,217
15	Canadian Pacific					2,201,020	522,907	297,139	3,021,066
16	Cape Breton					19,213	382		19,213
17	Caracquet					33,670	6,175		39,845
18	Central Ontario					49,642		6,051	55,693
19	Crow's Nest Southern					9,048	114		9,162
20	Canada and Gulf Terminal					29,690	460		30,150
21	Cumherland Railway					72,732	5,801		78,533
22	Dominion Atlantic	131	374		505	46,561	39		46,603
23	Eastern British Columbia					7,624	11		7,635
24	Edgen and Hazelock	10	280		290	240	2,540		2,780
25	Essex Terminal	2,150	26,806		29,016	107,731	1,416		109,147
26	Esquimaut and Nanaimo	1,066	2,042		3,048	700,603	478,307	351,651	1,590,561
27	Grand Trunk	145,352	32,043	55,089	232,484	311,375	79,952		391,609
28	“ (Canada Atlantic)	2,639	17,338	1,179	21,156				
29	“ Pacific								
30	Halifax and South Western	445	333		778	85,837	998		86,835
31	Hereford		43	20	63	12,005		40	12,045
32	Inverness Railway and Coal Co.	488			488	754	3,181		3,935
33	Irondale, Baneroft and Ottawa					12,381	2,081		14,465

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34	International of New Brunswick.....					50,362	1,605		51,967
35	Kent Northern.....					1,703	100		1,803
36	Kettle Valley.....							49	14,497
37	Kingston and Pembroke.....				312	10,849	3,648		1,889
38	Klondike Mines.....					1,889			19,401
39	Lotbinière and Mégantic.....					19,137			2,200
40	London and Port Stanley.....								12,083
41	Maine Central.....			3,950					8,961
42	Manitoba Great Northern.....			15		1,259			10,511
43	Maritime Coal, Railway and Power Co.....					408			1,739
44	Massawippi Valley.....		1,753			8,256	138,502		148,922
45	Moncton and Buctouche.....					10,675			10,675
46	Midland Railway Co. of Manitoba.....					21			51,315
47	Midland and Atlantic.....		2,130		1,461	24,797	75,045		109,560
48	Montreal and Province Line.....		432		6,895	1,140	15,684		16,824
49	Montreal and Vermont Jct.....			468	2,511	432	15,564	504	16,500
50	Morrissey, Fernie and Michel.....						18,353		18,353
51	Napierville Jct.....					135	8,994	2,058	11,187
52	Nelson and Fort Sheppard.....					6,680			6,915
53	New Brunswick Coal and Railway Co.....					12,611			12,611
54	New Brunswick and P. E. Island.....					25,550			25,550
55	New Westminster Southern.....					17,518	14,891		32,409
56	North Shore.....					500			500
57	Ottawa and New York.....		263		365	1,636	9,806	2,157	13,599
58	Père Marquette.....		1,248		2,033		9,092	15,169	24,261
59	Quebec Central.....		117,469		117,469	137,412			137,412
60	Quebec and Lake St. John.....					82,161			84,786
61	Quebec, Montreal and Southern.....					6,381	2,625		38,081
62	Quebec Oriental.....		4,534		6,646	1,401	31,700		9,576
63	Quebec Railway Light and Power Co.....					3,945	625		4,570
64	Red Mountain.....					1,069	40	8,197	9,306
65	Rutland and Noyan.....					5	35,703	848	36,556
66	Salisbury and Albert.....				35,465	4,542	219		4,761
67	Schomberg and Aurora.....					664	1,328		1,992
68	Stanstead, Shefford and Chambly.....				468	460	25,092	504	26,056
69	St. Clair Tunnel.....								
70	St. Lawrence and Adirondack.....								
71	St. Martin's.....		3,417		4,339	2,773	98,011	4,634	105,418
72	Sydney and Louisburg.....					6,825			6,825
73	Temisconata.....		612		718	32,112	50,112		88,224
74	Temiskaming and Northern Ontario.....					161,668	362		162,030
75	Thousand Islands.....				1,231	177,217	6,328		183,545
76	Toronto, Hamilton and Buffalo.....					35	3,166		3,201
77	Vancouver, Victoria and Eastern.....				23,268	1,757	43,140		44,897
78	Victoria Terminal Railway and Ferry Co.....			97	8,632	87,304	7,781	59,791	154,876
79	Victoria and Sydney, B.C.....					1,174	5,341		6,515
80	Wabash (in Canada).....					4,390	2,254		6,644
81	Wellington Colliery.....				93,315	461	2,213	46,011	48,685
82	York and Carlisle.....								
	Final Total.....	614,077	236,745	254,156	1,104,978	6,281,612	2,110,053	1,198,403	9,590,068

TABLE 12.—SUMMARY OF Freight Traffic Movement for the Year ending June 30, 1913—Continued.

Number.	Name of Railway.	PRODUCTS OF FORESTS—Con.				MANUFACTURES.			
		OTHER PRODUCTS OF FORESTS.				PETROLEUM AND OTHER OILS.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay	129,061			129,061	80	51		131
2	Algoma Eastern	26,946	700		27,646	59			59
3	Atlantic, Quebec and Western					15	126		141
4	Bay of Quinte	2,684	27,461		30,145	1,477	80		1,557
5	Bedlington and Nelson								
6	Brandon, Saskatchewan and Hudson Bay	699	41	12	752			13	13
7	British Yukon					554			554
8	Brookville, Westport and North Western	232	4,018		4,250		280		280
9	Canada Southern	10,853	10,292	32,782	53,927	14,028	5,028	58,804	77,860
10	Canadian Govt. Railway—Intercolonial	376,848	96,026		472,874	21,873	12,276		34,149
11	Canadian Govt. Railway—P. E. Island					1,671	107		1,778
12	Canadian Northern	405,673	6,085	3,662	415,420	46,575	13,482	9,502	69,559
13	“ Ontario	181,949	49,968		231,917	3,510	211		3,721
14	“ Quebec	168,373	79,431	4,011	251,815		10,287	332	10,619
15	Canadian Pacific	1,301,818	245,483	83,182	1,630,483	121,982	104,718	30,315	257,015
16	Cape Breton	1,125	35		1,160				
17	Caraqueet	100			100	20			20
18	Central Ontario	82,250	7,973		91,223	8	448		456
19	Crow's Nest Southern	62			62			189	189
20	Canada and Gulf Terminal	4,206	16		4,222		88		108
21	Cumberland Railway					2,411	146		2,557
22	Dominion Atlantic	5,325	114		5,439				
23	Eastern British Columbia	7,056	30		7,086				
24	Elgin and Havelock	13	6		19		33		33
25	Essex Terminal						1,015		1,015
26	Esquimaux and Nanaimo	85,907	387		86,294	6,435	148		6,583
27	Grand Trunk	646,273	425,825	59,276	1,131,374	102,210	9,984	129,513	241,707
28	“ (Canada Atlantic)	178,549	57,199	201	235,949	123	7,980	885	8,968
29	“ Pacific								
30	Halifax and South Western	50,809	87		50,896	347	65		412
31	Hereford	98,208		22	98,230	1	32	200	233
32	Inverness Railway and Coal Co.	13,259	20		13,279	43	170		213
33	Irondale, Bancroft and Ottawa	3,486	1,652		5,138		74		74

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34	International of New Brunswick.....	44,054	213	44,267	58	5	63
35	Kent Northern.....	165		165		150	150
36	Kettle Valley.....	1,629		1,629			
37	Kingston and Pembroke.....	39,833		39,833	184	102	886
38	Klondike Mines.....	25,574		25,574	1	102	168
39	Lothbinière and Mégantic.....	100	53	153	152	10	162
40	London and Port Stanley.....			41,452		329	329
41	Maine Central.....	1,171	24	759			391
42	Manitoba Great Northern.....	22,265	203,669	1,994		128	128 S
43	Maritime Coal, Railway and Power Co.....			236,430		1,985	3,208
44	Massawippi Valley.....	25,502		268	57	3,803	6,821
45	Moncton and Buctouche.....			88,781		420	4,001
46	Midland Railway Co. of Manitoba.....			7,130			420
47	Montreal and Atlantic.....			68,753	40	40	
48	Montreal and Province Line.....			418			3,276
49	Montreal and Vermont Jct.....			908			41
50	Morrissey, Ferme and Michel.....			1,250		75	75
51	Napierville Jct.....	33	68,720	412		1,705	1,705
52	Nelson and Fort Sheppard.....	418		45,370	213	65	338
53	New Brunswick Coal and Railway Co.....	908		2,250	388	115	632
54	New Brunswick and P. E. Island.....	1,250		511,034		5,932	5,832
55	New Westminster Southern.....	135	277	104,545	429	1,175	1,604
56	North Shore.....			232,439		1,732	1,732
57	Ottawa and New York.....	5,070		2,244	19	266	285
58	Père Marquette.....	1,381		34,190		84	280
59	Quebec Central.....	511,034		5,608			
60	Quebec and Lake St. John.....	186,421		243,049		157	157
61	Quebec, Montreal and Southern.....	2,522		562	274	122	396
62	Quebec Oriental.....	2,166		4,230		180	180
63	Quebec Railway, Light and Power Co.....	34,058		46,990	726	2,335	6,172
64	Red Mountain.....	602		280			
65	Rutland and Noyan.....			1,666		2,016	2,132
66	Salisbury and Albert.....			96,687	79	264	343
67	Schomberg and Aurora.....			319	319	2,715	3,034
68	Stanstead, Shefford and Chambly.....	562		11,432	480	16,615	17,095
69	St. Clair Tunnel.....	1,164		9,640	1,377	1,377	5,970
70	St. Lawrence and Adirondack.....	1,644		8,796	241	312	312
71	St. Martin's.....	280		9,676	15	308	323
72	Sydney and Louisburg.....	406		8,567			
73	Temisouata.....			10,766			
74	Temiskaming and Northern Ontario.....	96,535					
75	Thousands Island.....						
76	Toronto, Hamilton and Buffalo.....	1,012					
77	Vancouver, Victoria and Eastern.....	8,434					
78	Victoria Terminal Railway and Ferry Co.....	226					
79	Victoria and Sydney, B. C.....	9,383					
80	Wabash (in Canada).....	120					
81	Wellington Colliery.....						
82	York and Carleton.....	10,750					
	Final total.....	4,819,571	1,922,532	7,019,032	328,788	210,834	807,062

TABLE 12.—SUMMARY of Freight Movement for the Year ending June 30, 1913—Continued.

Name of Railway.	MANUFACTURES—Continued.							
	SUGAR.			NAVAL STORES.				
	Originating on this Road.	Received from other Roads in Canada.	Received from U. S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U. S. Roads.	Total freight tonnage.
1 Algoma Central and Hudson Bay.....	68	25		93				
2 Algoma Eastern.....	21	17		21				
3 Atlantic, Quebec and Western.....				17				
4 Bay of Quinte.....								
5 Bedlington and Nelson.....			1,253	1,253				46
6 Brandon, Saskatchewan and Hudson Bay.....			156	156	46			
7 British Yukon.....	156	2		2				
8 Brockville, Westport and North Western.....								
9 Canada Southern.....	2,088	2,988	59,331	64,407	109	50	41	200
10 Canadian Govt. Railway—Intercolonial.....	49,888	17,047		66,935	711	1,464		2,175
11 " " P. E. Island.....	1,255	98		1,353	5			3
12 Canadian Northern.....	17,265	5,751	860	23,876				
13 " " Ontario.....	1,823	396		2,219				
14 " " Quebec.....	2,910	1,560		4,470				
15 Canadian Pacific.....	162,286	32,028	1,072	195,386	8,370	1,003		9,373
16 Cape Breton.....						11		11
17 Caraque.....		25		25				
18 Central Ontario.....	235	275		510			5	5
19 Crow's Nest Southern.....								
20 Canada and Gulf Terminal.....	9	215		224				
21 Cumberland Railway.....		196		196				
22 Dominion Atlantic.....	1,678	42		1,720	306			306
23 Eastern British Columbia.....		5		5				
24 Elgin and Havelock.....	10	61		74				
25 Essex Terminal.....	3,606	15		3,621				173
26 Esquimalt and Nanaimo.....	32,368	90,086	73,087	195,541	157	8	2,260	2,417
27 Grand Trunk.....		10,754	5,826	16,673	18	9		27
28 " " (Canada Atlantic).....	93							
29 " " Pacific.....								
30 Halifax and South Western.....	526	470		996				11
31 Hereford.....	70	59	16	145			1	4
32 Inverness Railway and Coal Co.....	3	96		99			4	
33 Irondale, Bancroft and Ottawa.....		69		69				



TABLE 12.—SUMMARY OF FREIGHT MOVEMENT FOR THE YEAR ENDING JUNE 30, 1913—Continued.

Number.	Name of Railway.	IRON, PIG AND BLOOM.				IRON AND STEEL RAILS.			
		Originating on this Road.	Received from Roads in Canada.	Received from U. S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U. S. Roads.	Total freight tonnage.
		1	Algoma, Central and Hudson Bay	46			46	28,403	
2	Algoma Eastern	21			21	747			747
3	Atlantic Quebec and Western		76		76				
4	Bay of Quinté	22,906	10,98		24,064	3,009	5,090		8,099
5	Bedford and Nelson					220			220
6	Brandon, Saskatchewan and Hudson Bay							85	85
7	British Yukon	88			88				
8	Brockville, Westport and North Western	45	56		101	2,756	5,808	30,216	5,868
9	Canada Southern	68,620	346	51,431	120,397	139,621	18,085		33,571
10	Canadian Govt. Railway—Intercolonial	189,621	32,045		221,666	159	117		158,006
11	“ “ P. E. Island	324	411		735	59,967	42,466	32,106	276
12	Canadian Northern	9,905	2,362	7,124	19,391	14,379	18,514		134,539
13	“ “ Ontario	1,337			1,337		7,006		32,893
14	“ “ Quebec	32,147	9,612	291	42,050	91,697	140,708	152	7,158
15	Canadian Pacific	112,434	216,104	52,236	380,774	6,358	7,862	202,084	434,489
16	Cape Breton					16			
17	Carasquet	36	25		61			310	14,220
18	Central Ontario								356
19	Crow's Nest Southern								
20	Canada and Gulf Terminal								126
21	Cumberland Railway	376	6		396	68			68
22	Dominion Atlantic								
23	Eastern British Columbia	10	55		65				
24	Elgin and Havelock								
25	Essex Terminal								
26	Esquimalt and Nanaimo	1,048	51,320		52,368	2,321	9,344		11,665
27	Grand Trunk	195,039	32,167	123,948	351,174	101,311	25,544	114,666	241,521
28	“ (Canada Atlantic)	958	3,727		4,685	2,702	17,057		19,759
29	“ Pacific								
30	Halifax and Southwestern		1	111	112	698	218		916
31	Herford								100
32	Inverness Railway and Coal Co.								10
33	Irondale, Bancroft and Ottawa	4	59		63	8			2





TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—Continued.

Number.	Name of Railway.	OTHER CASTINGS AND MACHINERY.				BAR AND SHEET METAL.			
		Received from other Roads in Canada.		Received from U. S. Roads.	Total freight tonnage.	Received from other Roads in Canada.		Received from U. S. Roads.	Total freight tonnage.
		Originating on this Road.	Received from other Roads in Canada.	Received from U. S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U. S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay	2,797	709		3,506	193	409		602
2	Algoma Eastern	549			549	15			15
3	Atlantic, Quebec and Western	198	396		594	75	86		161
4	Bay of Quinté	19,373	1,159		20,532	48	28		76
5	Bedfordton and Nelson	80		1,359	1,439			20	20
6	Brandon, Saskatchewan and Hudson Bay	3,710			3,710				
7	British Yukon	200	283		483				
8	Brookville, Westport and North Western	53,054	9,430	192,340	254,824	29,231	9,626	277,162	316,019
9	Canada Southern	34,497	33,666		68,163	111,202	8,459		119,661
10	Canadian Govt. Railway—Intercolonial	418	159		577	73	65		138
11	Canadian Northern P. E. Island	21,195	2,116	26,225	49,536	1,682	619	4,542	6,793
12	Canadian Northern Ontario	12,251	3,320	791	15,371	6,468	1,862		8,330
13	Canadian Northern Quebec	4,275	5,152		9,427				
14	Canadian Pacific	179,979	237,078	52,282	469,339	40,415	187,505	8,342	236,262
15	Cape Breton	90	90		180				
16	Central Ontario	539	2,121		2,660				
17	Crow's Nest Southern	22		39	61			29	29
18	Canada and Gulf Terminal	20	37		57	4	4		8
19	Cumberland Railway	8	512		520		86		86
20	Dominion Atlantic	1,215	4,387		5,602	226			226
21	Eastern British Columbia		52		52				
22	Elgin and Havelock	10	120		130		12		12
23	Essex Terminal	1,510	1,470		2,980				
24	Esquimaut and Nainaimo	2,411	3,009		5,420	1,217	2,031		3,248
25	Grand Trunk (Canada Atlantic)	66,502	24,201	70,080	160,783	74,149	13,155	210,153	297,457
26	Grand Trunk Pacific	1,238	9,457	58	10,753	26	825	5	856
27	Halifax and South Western	907	544		1,451				
28	Hereford	8	221	45	274	5	73	12	90
29	Inverness Railway and Coal Co.	66	1,754		1,820	1	38		39
30	Ironstone, Bancroft and Ottawa	22	185		207		24		24



TABLE 12.—SUMMARY of Freight Movement for the Year ending June 30, 1913—Continued.

Name of Railway.	CEMENT, BRICK AND LIME.				MANUFACTURES—Continued.				AGRICULTURAL IMPLEMENTS.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
	1 Algoma Central and Hudson Bay.....	770	2,179		2,949	106	3		109			
2 Algoma Eastern.....	425			425								
3 Atlantic, Quebec and Western.....	79	391		470	27	789		816				
4 Bay of Quinté.....	19,382	142		19,524	129	13		142				
5 Bedfington and Nelson.....	20		655	675	160	35	57	252				
6 Brandon, Saskatchewan and Hudson Bay.....	10			10								
7 British Yukon.....	935			935	42	272		314				
8 Brockville, Westport and North Western.....	15,087	12,218	113,965	141,270	10,478	26,126	32,097	68,701				
9 Canada Southern.....	65,213	84,689		149,902	5,747	4,056		9,803				
10 Canadian Govt. Railway—Intercolonial.....	1,876	863		2,739	478	56		534				
11 " " P. E. Island.....	154,839	69,861	42,550	267,250	55,665	3,813	6,547	66,025				
12 Canadian Northern..... Ontario.....	17,872	9,620		27,492	2,741	108		2,849				
13 " " " Quebec.....	64,174	11,440	901	76,515	122	1,215		1,337				
14 " " " ".....	1,282,458	278,949	76,408	1,637,815	121,041	45,805	50,587	217,433				
15 Canadian Pacific.....												
16 Cape Breton.....		110		110		125	5	130				
17 Carleton Place.....	216	2,250		2,466	156	40		196				
18 Central Ontario.....		21		21		11		11				
19 Crow's Nest Southern.....		806	785	1,591		177		179				
20 Canada and Gulf Terminal.....	3	102		105	2	28		31				
21 Cumberland Railway.....		2,062		2,062		715		715				
22 Dominion Atlantic.....	16,535	4,602		21,137	335			1,050				
23 Eastern British Columbia.....		42		42		30		30				
24 Elgin and Havelock.....		40		40		100		100				
25 Essex Terminal.....		5,010		5,010		222		633				
26 Esquimaux and Nanaimo.....	14,726	8,097		22,823	411			411				
27 Grand Trunk.....	862,578	37,011	191,846	1,111,435	72,493	18,556	36,911	127,960				
28 " " (Canada Atlantic).....	35,282	28,710	401	64,393	352	2,825		3,177				
29 " " Pacific.....						24		24				
30 Halifax and South Western.....	1,746	2,699		4,445	493			493				
31 Herford.....	139		17	236	2	44	3	49				
32 Inverness Railway and Coal Co.....	13	498		511	2	72		74				
33 Ironstone, Bancroft and Ottawa.....	4	391		395		15		15				

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	39	22	61	1	1	61	1	2
	76	76	76	50	50	76	50	50
34 International of New Brunswick.....		2,813	3,113	23	24			47
35 Kent Northern.....		212	243	102	63			105
36 Kettle Valley.....		1,782	11,416	72	43			113
37 Kingston and Pembroke.....	300		3,226					12
38 Klondike Mines.....			5,791	10	21			1,272
39 Loebière and Mégantic.....	31	9,634	9,634	1	17			18
40 London and Port Stanley.....			671	50	263			1,139
41 Maine Central.....								
42 Manitoba Coal, Railway and Power Co.....	28	152	1,844					
43 Maritime Coal, Railway and Power Co.....	467	706						
44 Massawippi Valley.....								
45 Moncton and Buctouche.....								
46 Midland Railway Co. of Manitoba.....			12,583	47				6,224
47 Montreal and Atlantic.....	846	10,497	11,814	628	1,873			2,396
48 Montreal and Province Line.....		6,816	6,816					
49 Montreal and Vermont Jct.....				1,934				1,934
50 Morrissey, Fernie and Michel.....								
51 Napierville Jct.....	26	305	4,991					
52 Nelson and Fort Sheppard.....	62	18	930	12				115
53 New Brunswick Coal and Railway Co.....								
54 New Brunswick and P. E. Island.....		125	125					121
55 New Westminster Southern.....	7,821	1,351						
56 North Shore.....			9,172					
57 Ottawa and New York.....	4,141	2,655	7,635	3				6
58 Père Marquette.....	787	11,492	30,603	363	228			591
59 Quebec Central.....	25,349		25,349					7,550
60 Quebec and Lake St. John.....	3,844	15,133	18,977	129	628			757
61 Quebec, Montreal and Southern.....	3,796	5,876	10,455	36	36			45
62 Quebec Oriental.....	36	389	425	9	29			66
63 Quebec Railway, Light and Power Co.....	137	3,402	3,539	112	6			118
64 Red Mountain.....			164					
65 Rutland and Noxan.....			1,034					25
66 Salisbury and Albert.....		243		9				9
67 Selkirk and Aurora.....		1,110	1,110	36				36
68 Stanstead, Shefford and Chambly.....	144	2,988	3,132					1,394
69 St. Clair Tunnel.....								
70 St. Lawrence and Adirondack.....	304	3,047	16,360					88
71 St. Martin's.....		100	100					
72 Sydney and Louisburg.....		12,144	14,816	6				8
73 Temiscouata.....	2,672	603	824	105	208			313
74 Temiskaming and Northern Ontario.....	2,429	15,455	17,884	15	48			163
75 Thousand Island.....	30	1,060	1,090		100			100
76 Toronto, Hamilton and Buffalo.....	5,195	57,927	63,122	43,333	2,969			46,302
77 Vancouver, Victoria and Eastern.....	8,917		71,873	39	12			355
78 Victoria Terminal Railway and Ferry Co.....	338	7,548	7,886	24	9			33
79 Victoria and Sydney, B.C.....	3,838	4,148	7,986	33				33
80 Wash (in Canada).....		307	16,428	606				18,761
81 Wellington Colliery.....								
82 York and Capleton.....								
Final total.....	2,626,200	753,164	3,458,419	316,747	123,511			593,470



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34 International of New Brunswick.....	46	20	66	54	11	66	65
35 Kent Northern.....	100	100	100	.....	10	.....	10
36 Kettle Valley.....	.....	.....	.....	.....	.....	.....	.....
37 Kingston and Pembroke.....	92	23	115	110	191	.....	301
38 Klondike Mines.....	86	47	133	49	10	.....	59
39 Lorraine and Megantic.....	.....	37	57	5	3	.....	8
40 London and Port Stanley.....	.....	.....	.....	.....	.....	.....	.....
41 Maine Central.....	.....	.....	.....	.....	.....	.....	.....
42 Manitoba Great Northern.....	20	17	630	64	177	13	13
43 Maritime Coal, Railway and Power Co.....	1	610	18	.....	50	418	659
44 Massawippi Valley.....	127	130	262	212	77	71	360
45 Moncton and Buctouche.....	.....	.....	.....	.....	.....	.....	.....
46 Midland Railway Co. of Manitoba.....	.....	.....	.....	.....	.....	.....	.....
47 Montreal and Atlantic.....	64	54	2,576	200	2,917	1,094	1,094
48 Montreal and Province Line.....	.....	.....	727	.....	1,000	.....	4,117
49 Montreal and Vermont Jct.....	.....	.....	609	.....	.....	504	504
50 Morrissey, Fernie and Michel.....	.....	.....	.....	.....	156	.....	156
51 Naperville Jct.....	5	.....	16	.....	7	.....	59
52 Nelson and Fort Sheppard.....	.....	.....	.....	.....	.....	52	59
53 New Brunswick Coal and Railway Co.....	.....	.....	.....	.....	.....	50	50
54 New Brunswick and P. E. Island.....	.....	.....	.....	.....	.....	.....	.....
55 New Westminster Southern.....	.....	.....	.....	.....	.....	.....	.....
56 North Shore.....	21	21	21	17	2	.....	2
57 Ottawa and New York.....	86	67	187	4,725	93	.....	4,882
58 Père Marquette.....	398	257	698	56	35	64	91
59 Quebec Central.....	.....	.....	.....	.....	.....	.....	.....
60 Quebec and Lake St. John.....	100	2,157	2,157	4,045	1,018	.....	5,663
61 Quebec, Montreal and Southern.....	.....	.....	.....	.....	.....	.....	.....
62 Quebec Oriental.....	21	323	423	5,021	2,120	.....	7,141
63 Quebec Railway, Light and Power Co.....	10	29	50	46	396	46	488
64 Red Mountain.....	67	61	71	70	86	.....	156
65 Rutland and Noyan.....	.....	.....	.....	1,710	.....	.....	1,710
66 Salisbury and Albert.....	.....	.....	.....	.....	.....	62	62
67 Schomberg and Aurora.....	.....	9	9	.....	16	.....	16
68 Stanstead, Shefford and Chambly.....	.....	.....	.....	.....	.....	.....	.....
69 St. Clair Tunnel.....	.....	.....	.....	.....	238	.....	238
70 St. Lawrence and Adirondack.....	.....	.....	.....	.....	.....	.....	.....
71 St. Martin's.....	119	133	385	603	697	164	1,464
72 Sydney and Louisburg.....	.....	.....	.....	.....	.....	.....	.....
73 Temiscouata.....	12	68	80	841	1,067	.....	1,908
74 Thousand Islands.....	68	121	189	153	463	.....	616
75 Thousand Islands and Northern Ontario.....	82	98	180	454	2,109	.....	2,563
76 Toronto, Hamilton and Buffalo.....	.....	.....	.....	.....	.....	.....	.....
77 Vancouver, Victoria and Eastern.....	.....	.....	.....	.....	.....	.....	.....
78 Victoria Terminal Railway and Ferry Co.....	1,913	2,995	4,908	257	1,199	.....	1,456
79 Victoria and Sydney, B. C.....	115	.....	2,314	272	.....	1,139	1,411
80 Wabash (in Canada).....	43	519	562	218	159	.....	377
81 Wellington Colliery.....	.....	562	562	6	377	.....	383
82 York and Carleton.....	1,313	.....	15,049	431	.....	24,355	24,786
Final total.....	147,781	58,318	286,069	195,775	81,610	95,110	372,495
			79,970				

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—Continued.

Number.	Name of Railway.	HOUSEHOLD GOODS AND FURNITURE.				OTHER MANUFACTURES.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay.....	1,132	4		1,136				75
2	Algoma Eastern.....	74	74		148	2,383			2,383
3	Atlantic, Quebec and Western.....	221	191		412	325			942
4	Bay of Quinté.....	225	37		262			617	
5	Bedlington and Nelson.....	32		50	82	12			332
6	Brandon, Saskatchewan and Hudson Bay.....	6			6	18			18
7	British Yukon.....					496		1,357	1,853
8	Brookville, Westport and North Western.....	270	298		568	182,029		83,165	1,170,209
9	Canada Southern.....	4,699	3,508	33,903	42,110	314,131		905,105	366,003
10	Canadian Govt. Railway—Intercolonial.....	9,738	8,548		18,286				
11	“ “ P. E. Island.....	487	212		699				
12	Canadian Northern Ontario.....	41,263	18,185	8,775	68,223	77,043		24,992	112,660
13	“ “ Quebec.....	2,607	505	3,112	6,224	2,081		5,872	7,453
14	“ “ “.....	1,141	1,367	59	2,567	9,463		1,444	20,719
15	Canadian Pacific.....	119,003	51,705	17,264	187,972	1,424,586		861,876	2,520,386
16	Cape Breton.....	48			48	60			60
17	Caracquet.....	673	133		806	5,081		11,776	16,857
18	Central Ontario.....	29		62	91			16	707
19	Crow's Nest Southern.....	90	76		166	30		74	691
20	Canada and Gulf Terminal.....	21	410		431				104
21	Cumberland Railway.....	3,203	287		3,490	7,437		2,698	10,135
22	Dominion Atlantic.....		6		6			12	12
23	Eastern British Columbia.....	16	142		158	90		130	220
24	Elgin and Havelock.....		40		40	50,522			50,522
25	Essex Terminal.....	1,481	546		2,027	26,480		19,473	45,953
26	Esquimalt and Nanaimo.....	66,492	6,028	11,531	84,051	435,091		285,846	1,048,538
27	Grand Trunk “ (Canada Atlantic).....	1,306	2,333	12	3,651	83,566		68,361	162,246
28	“ “ Pacific.....								
29	“ “ “.....								
30	Halifax and South Western.....	1,048	445		1,493	21,882		1,339	23,221
31	Hereford.....	82	69	89	231	14,833		234	15,153
32	Inverness Railway and Coal Co.....	72	80		152				
33	Irondale, Baneroff and Ottawa.....	31	38		69	25		66	91



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34 International of New Brunswick.....	290	251	541	391	103	494
35 Kent Northern.....	100	100	100	.....	71	71
36 Kettle Valley.....	.....	.....	.....	.....	.....	.....
37 Kingston and Pembroke.....	126	57	183	.....	198	198
38 Klondike Mines.....	356	51	407	326	106	432
39 Lotbinière and Mégantic.....	42	36	78	96	12	108
40 London and Port Stanley.....	.....	.....	.....	.....	.....	.....
41 Maine Central.....	.....	.....	.....	.....	.....	.....
42 Manitoba Great Northern.....	.....	.....	.....	.....	.....	.....
43 Maritime Coal, Railway and Power Co.....	43	48	435	614	107	57,575
44 Massawippi Valley.....	351	995	1,540	35,380	805	1,680
45 Moncton and Buctouche.....	.....	.....	.....	.....	.....	.....
46 Midland Railway Co. of Manitoba.....	91	1,172	3,483	1,386	4,563	42,430
47 Montreal and Atlantic.....	963	.....	4,501	8,061	14,361	15,747
48 Montreal and Province Line.....	.....	.....	.....	.....	.....	.....
49 Montreal and Vermont Jct.....	2,028	.....	3,238	.....	.....	.....
50 Morrissey, Fernie and Michel.....	.....	.....	.....	.....	.....	.....
51 Napierville Jct.....	17	67	104	25	12,684	3,000
52 Nelson and Fort Sheppard.....	20	62	62	.....	.....	19,166
53 New Brunswick Coal and Railway Co.....	.....	.....	.....	.....	.....	208
54 New Brunswick and P. E. Island.....	.....	.....	.....	.....	.....	.....
55 New Westminster, Southern.....	37	52	52	1,539	4,614	6,153
56 North Shore.....	.....	21	58	59	62	121
57 Ottawa and New York.....	2,059	277	2,407	27,745	15,533	49,949
58 Pêre Marquette.....	568	345	925	.....	.....	21,349
59 Quebec Central.....	3,370	6,472	9,842	55,252	11,865	67,117
60 Quebec and Lake St. John.....	652	118	770	9,582	1,249	10,811
61 Quebec and Southern.....	280	155	435	483	3,329	4,063
62 Quebec Oriental.....	111	111	190	1,761	1,981	3,742
63 Quebec Railway, Light and Power Co.....	631	88	719	6,440	729	7,169
64 Red Mountain.....	.....	.....	.....	.....	.....	.....
65 Rutland and Noyan.....	4	35	80	.....	440	27
66 Salisbury and Albert.....	.....	39	39	.....	.....	655
67 Schomberg and Aurora.....	.....	.....	.....	.....	1,473	1,433
68 Stanstead, Shefford and Chambly.....	204	.....	1,342	60	.....	60
69 St. Clair Tunnel.....	.....	.....	.....	.....	.....	.....
70 St. Lawrence and Adirondack.....	653	224	1,405	6,629	23,004	40,493
71 St. Martin's.....	.....	20	20	.....	.....	70,126
72 Sydney and Louisburg.....	89	2,216	2,305	1,612	2,986	4,598
73 Temiscouata.....	200	78	278	.....	.....	.....
74 Temiskaming and Northern Ontario.....	439	469	908	1,778	4,813	6,591
75 Thousand Islands.....	.....	.....	.....	.....	.....	.....
76 Toronto, Buffalo and Hamilton.....	1,315	1,889	3,204	57,320	200,214	257,534
77 Vancouver, Victoria and Eastern.....	491	.....	5,571	5,346	113	24,514
78 Victoria Terminal Railway and Ferry Co.....	65	786	851	.....	19,055	292
79 Victoria and Sydney, P. E. Island.....	10	847	857	.....	278	278
80 Wabash (in Canada).....	83	59	24,129	6,947	402	253,583
81 Wellington Colliery.....	.....	.....	.....	.....	226,234	3,065
82 York and Carleton.....	.....	.....	.....	.....	3,665	.....
Final total.....	269,066	114,224	403,629	2,886,476	1,813,598	6,838,904



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34 International of New Brunswick .....	696	238	934	581	243	824
35 Kent Northern .....	195	300	300	300	2,930	3,230
36 Kettle Valley .....	8,172	9,928	18,100	2,452	15,116	20,568
37 Kingston and Pembroke .....	60		60		3,000	
38 Klondike Mines .....						
39 Lotbinière and Mégantic .....	19,060	6,780	25,840	463	124	587
40 London and Port Stanley .....			5,372	37	20	57
41 Maine Central .....	721	216	1,643	600	217	217
42 Manitoba Great Northern .....	643	643	857		3,085	4,652
43 Maritime Coal, Railway and Power Co. ....	1,675	5,939	16,862	7,852	4,215	47,028
44 Masawippi Valley .....	1,204		1,204		34,961	
45 Moncton and Bactouche .....	678	6	14,844	341	10	10,362
46 Midland Railway Co. of Manitoba .....	8,320	40,293	111,514	314	20,336	20,650
47 Montreal and Atlantic .....	3,198	9,748	13,061	1,014	2,336	3,447
48 Montreal and Province Line .....	4,429	44,631	76,622	276	28,266	44,511
49 Montreal and Vermont Jct. ....						
50 Mountsve, Fernie and Michel .....	311	1,436	3,463	32	513	3,977
51 Napierville Jct. ....	1,366	94	2,480	224	3,432	510
52 Nelson and Fort Sheppard .....					286	
53 New Brunswick Coal and Railway Co. ....	2,430	3,025	3,025	2,945		2,945
54 New Brunswick and P. E. Island .....		3,887	6,317	1,696	741	2,437
55 New Westminster Southern .....						
56 North Shore .....						
57 Ottawa and New York .....	23,680	13,349	38,573	887	375	1,599
58 Père Marquette .....	16,179	49,895	66,074	3,544	108,911	291,258
59 Quebec Central .....	3,504	9,717	13,221	4,045	16,178	20,223
60 Quebec and Lake St. John .....	8,397	11,821	20,433	39,772	13,866	53,638
61 Quebec, Montreal and Southern .....	812	2,207	3,019	1,570	2,904	3,447
62 Quebec Oriental .....					87	4,561
63 Quebec Railway, Light and Power Co. ....	123	3	611	1,042	4,281	4,691
64 Red Mountain .....		746	485	10	607	1,649
65 Rutland and Noyan .....		870	2,404		79	89
66 Salisbury and Albert .....						
67 Schomberg and Aurora .....	1,864	23,467	56,311	1,048	27,775	46,967
68 Stanstead, Shefford and Chambly .....					18,144	
69 St. Clair Tunnel .....						
70 St. Lawrence and Adirondack .....						
71 St. Martin's .....	778	2,950	3,728	567	2,788	6,215
72 Sydney and Louisburg .....	4,216	7,114	11,330	12,160	47,474	59,634
73 Temiskonata .....	105	187	2,292	3,132	4,040	7,182
74 Thousand Islands .....	26,134	31,444	57,578	4,348	2,242	6,590
75 Thousand Islands and Northern Ontario .....				8,878	7,981	16,809
76 Toronto, Hamilton and Buffalo .....	13,511	581	34,139	33,229	268,852	302,081
77 Vancouver, Victoria and Eastern .....	2,226	4,678	6,904	2,580	462	11,875
78 Victoria Terminal Railway and Ferry Co. ....	721	6,537	7,258	2,112	60	2,172
79 Wabash (in Canada) .....	2,140	1,706	171,305	2,604	2,168	2,172
80 Wellington Colliery .....					636	88,163
81 York and Carleton .....						
82				4	13	17
Final total .....	2,118,238	1,266,647	4,365,852	1,835,898	1,119,914	4,161,154

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SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—  
*Continued.*

Number.	Name of Railway.	RECAPITULATION.			
		GRAND TOTAL.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U. S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay.....	365,588	29,949		395,537
2	Algoma Eastern.....	613,891	770		614,661
3	Atlantic, Quebec and Western.....	8,413	9,892		18,305
4	Bay of Quinté.....	159,529	121,351		280,880
5	Bedlington and Nelson.....	1,695		421	2,116
6	Brandon, Saskatchewan and Hudson Bay.....	58,055	181	19,097	77,333
7	British Yukon.....	61,964			61,964
8	Brookville, Westport and North Western.....	15,047	26,507		41,554
9	Canada Southern.....	940,824	377,908	7,269,305	8,588,037
10	Canadian Govt. Railway—Intercolonial.....	3,516,430	1,800,031		5,316,461
11	“ “ P. E. Island.....	113,070	9,644		122,714
12	Canadian Northern.....	5,476,842	943,103	401,866	6,821,811
13	“ “ Ontario.....	735,497	278,613		1,014,110
14	“ “ Quebec.....	608,721	310,297	124,513	1,043,531
15	Canadian Pacific.....	21,044,667	6,458,718	1,968,429	29,471,814
16	Cape Breton.....	1,967	3,442		5,409
17	Caraguet.....	24,626	10,334		34,960
18	Central Ontario.....	195,221	99,023		294,244
19	Crow's Nest Southern.....	218,242	51,776	12,280	282,298
20	Canada and Gulf Terminal.....	16,728	4,031		20,759
21	Cumberland Railway.....	354,122	12,367		366,489
22	Dominion Atlantic.....	296,409	71,488		367,897
23	Eastern British Columbia.....	162,003	1,863		163,869
24	Elgin and Havelock.....	9,140	3,038		12,178
25	Essex Terminal.....	55,682	106,192		161,874
26	Esquimalt and Nanaimo.....	376,899	101,671		478,570
27	Grand Trunk.....	9,065,232	2,823,204	9,153,370	21,041,806
28	“ “ (Canada Atlantic).....	970,276	907,395	51,103	1,928,864
29	“ “ Pacific.....				1,561,457
30	Halfax and South Western.....	261,121	33,956		295,077
31	Hereford.....	129,575	3,853	4,104	137,532
32	Inverness Railway and Coal Co.....	288,842	13,890		302,732
33	Irondale, Bancroft and Ottawa.....	16,671	10,158		26,829
34	International of New Brunswick.....	100,242	6,390		106,632
35	Kent No. 1.....	5,835	5,706		11,541
36	Kettle Valley.....	2,458	20	159	2,637
37	Kingston and Pembroke.....	41,589	41,871	5,400	88,860
38	Klondike Mines.....	44,400			44,400
39	Lotbinière and Megantic.....	49,407	2,440	65	51,912
40	London and Port Stanley.....	21,529	15,951	605,440	642,920
41	Maine Central.....			188,942	188,942
42	Manitoba Great Northern.....	42,329	4,254	52,232	98,815
43	Maritime Coal, Railway and Power Co.....	204,291	4,776		209,067
44	Massawippi Valley.....	159,573	420,495	153,957	734,025
45	Moncton and Buetouche.....	19,025	4,563		23,588
46	Midland Railway Co. of Manitoba.....	3,715	68	223,519	227,302
47	Montreal and Atlantic.....	108,404	770,014	491,044	1,369,462
48	Montreal and Province Line.....	20,436	74,888	4,688	100,012
49	Montreal and Vermont Jet.....	14,880	276,907	98,808	390,604
50	Morrisey, Fernie and Michel.....	830,405	21,353		851,758
51	Napierville Jet.....	10,351	94,810	305,568	410,729
52	Nelson and Fort Sheppard.....	18,337	447	12,278	31,112
53	New Brunswick Coal and Railway Co.....	62,483	5,887		68,370
54	New Brunswick and P. E. Island.....	39,366	10,427		49,793
55	New Westminster Southern.....	34,116	29,187		63,303
56	North Shore.....	3,930			3,930
57	Ottawa and New York.....	66,974	75,189	181,000	323,163
58	Père Marquette.....	58,692	228,868	2,594,337	2,881,897
59	Quebec Central.....	930,999	174,012		1,105,016
60	Quebec and Lake St. John.....	395,929	144,422		540,355
61	Quebec, Montreal and Southern.....	89,618	333,621	39,179	462,418

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SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—  
*Concluded.*

Number.	Name of Railway.	RECAPITULATION.			
		GRAND TOTAL.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U. S. Roads.	Total freight tonnage.
62	Quebec Oriental .....	16,307	25,767		42,074
63	Quebec Railway, Light and Power Co. ....	180,406	12,669		193,075
64	Red Mountain.....	1,885	43	20,884	22,812
65	Rutland and Noyan.....	167	316,857	19,865	336,889
66	Salisbury and Albert.....	41,553	5,936		47,489
67	Schomberg and Aurora.....	7,180	3,683		10,863
68	Stanstead, Shefford and Chambly.....	14,326	300,117	100,069	414,512
69	St. Clair Tunnel.....				
70	St. Lawrence and Adirondack.....	32,735	220,847	792,689	1,046,271
71	St. Martin's.....	8,343	4,115		12,458
72	Sydney and Louisburg.....	4,732,016	179,037		4,911,053
73	Temiscouata.....	173,696	13,837		187,533
74	Temiskaming and Northern Ontario.....	421,071	229,176		650,247
75	Thousand Islands.....	20,295	25,475		45,770
76	Toronto, Hamilton and Buffalo.....	296,239	2,491,789		2,788,028
77	Vancouver, Victoria and Eastern.....	999,768	11,275	436,746	1,447,789
78	Victoria Terminal Railway and Ferry Co. ....	10,073	33,659		43,732
79	Victoria and Sydney, B.C.....	21,161	24,121		45,282
80	Wabash (in Canada).....	23,841	9,419	1,985,767	2,019,027
81	Wellington Colliery.....	274,180	4,362		278,542
82	York and Carleton.....	11,691	1,327		13,018
	Final total.....	56,829,297	21,284,742	27,317,214	*106,992,710

\*Total includes 1,561,457 tons of the G. T. P. not distributed.

TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1913—

No.	Name of Railway.	LOCOMOTIVES.				CARS IN PASSENGER SERVICE.										
		Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class.	Combination.	Emigrant.	Dining.	Parlour.	Sleeping.	Baggage, Express and Postal.	Other cars in Passenger Service.	Total.
1	Algoma Central & Hudson Bay	8	21	5	34		10	4							1	17
2	Algoma Eastern		4		4	1	1	1	3							6
3	Atlantic, Quebec & Western	3	4		7		1	1	2							11
4	Bay of Quinté		9		9	3	5		2					3		10
5	Bedfordton & Nelson		1		1		1		1							2
6	Brandon, Saskatchewan & Hudson Bay	1	1		2	2	2				2					3
7	British Yukon		11		11		10							3		15
8	Brockville, Westport & North Western	5			5	1	7		1						1	13
9	Canada Southern	63	88	38	189		10	41	7		1			23	5	87
10	Canadian Government Ry. (Intercolonial)	127	244	29	400		139	36	85	54	1	45		77	2	461
11	" " (P. E. Island)		18	4	22		22	13	7					16		58
12	Canadian Northern	100	282	44	426		104	119	19	6	4	38		102	3	411
13	" " Ontario	12	17	3	32	36	31	14	7		4			12		77
14	" " Quebec	10	21	3	30	26	24	27	9	10	4			14		86
15	Canadian Pacific	595	1,149	308	2,052		896	181	108	315	106	31	330	558	5	2,530
16	Cape Breton	2			2		2							2		4
17	Caracquet		4		4		3									3
18	Central Ontario	7	7	1	15	2	4	1	2					4		11
19	Crow's Nest Southern	1	2		3	3	1		1							2
20	Canada & Gulf Terminal	3	2		5		1		1					1		4
21	Cumberhead Railway	3	2	1	6		2		2							4
22	Dominion Atlantic	10	18		28	3	24		10		1			15		52
23	Eastern British Columbia		2		2		2							1		3
24	Elgin & Hawkeok	1	1		2		1									1
25	Essex Terminal		2		2											2
26	Esquimalt & Nanaimo	5	13	3	21	12	12	10						9		37
27	Grand Trunk	247	621	134	1,002	10	461	52	98	5	20	19		308	3	966
28	" " (Canada Atlantic)	15	41	5	61		14	7	7		3			7		38
29	" " Pacific	121	112	10	243	6	54	21	16	47	10	10	20	25	35	238
30	Halifax & South Western	9	6	1	16	7	10	10	2					7		37
31	Hereford	1	2		3		1		2							3
32	Inverness Railway & Coal Co.	1	5	1	7	3	3							1		4
33	Irondale, Baneroff & Ottawa	2	5	2	9	2	3		1					1		4



TABLE B. — SUMMARY of Equipment for the Year ending June 30, 1913. — *Concluded.*

Number.	Name of Railway.	CARS IN FREIGHT SERVICE.							CARS IN COMPANY'S SERVICE.									
		Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	Other cars in use.	Total.	Officers and pay.	Gravel.	Derrick.	Caboose.	Other road.	Total.	Total cars in service.	Cars leased.	Fast freight line service.
1	Algoma Central & Hudson Bay	59	562		166				273	1,060	2		16	133	151	1,228		
2	Algoma Eastern	27	130		2			37		236	10		2	5	17	279		
3	Atlantic, Quebec & Western	1	25							134	20			4	26	170		
4	Bay of Quinté	15	119					1		3					5	5		
5	Bedfordton & Nelson	2								108				1	2	113		
6	Brandon, Saskatchewan & Hudson Bay	66	10	3	5			19		220	1		1	3	13	248		
7	British Yukon	97	74	33	12			4		19				9	41	10		
8	Brookville, Westport & North Western	10	6	1	2					19					9	41		
9	Canada Southern	1,390	141	43	20	25				1,580	1		3	82	158	1,825		
10	Canada Southern (Interoceanic)	8,178	2,987	163	1,291	35	179	49		12,905	7	300	118	28	453	13,819		
11	Canadian Govt. Ry. (P. E. Island)	313	154	28	27	1		3		530						589		
12	Canadian Northern	16,507	3,004	633	1,452	20	242			21,838	16	32	348	887	1,319	23,588		
13	" Ontario	307	303	13	337					800	1	2	4	24	26	57		
14	" Quebec	325	292	30	349			5		980	1	2	3	27	215	994		
15	Canadian Pacific	59,292	8,801	3,680	3,669	191	1,817	1,632		79,085	50	2,350	74	1,274	2,993	88,356		187
16	Cape Breton		14							14						18		
17	Caracquet	5	25							30						33		
18	Central Ontario	26	169	11	10					266	1		3	34	38	315		1
19	Crow's Nest Southern	241	35	13	17			18		393			2	1	3	398		398
20	Canada & Gulf Terminal	3	4							7					1	12		
21	Cumberland Railway	2	28		190					220		14		1	4	20		
22	Dominion Atlantic	209	228	10	28					475			1	5	44	50		
23	Eastern British Columbia	9	10							19					1	23		
24	Elgin & Havelock	2		1						3						4		
25	Essex Terminal	1								1						1		
26	Esquimalt & Nanaimo	15	200		30					246			1	6	43	326		
27	Grand Trunk (Canada Atlantic)	19,501	3,385	1,271	4,117	179	1,185			29,641	15	673	35	1,124	2,417	33,024		20
28	" Pacific	1,392	251	45	67			24		1,779			1	14	119	1,936		
29	" Pacific	12,190	892	298				249		13,629	10	962	6	1,606	2,684	16,551		
30	Halifax & South Western	92	212	2	67	1		4		378	1		4	17	23	438		103
31	Halifax & South Western	60	10							70			2		2	75		
32	Inverness Railway & Coal Co.	8	29		148					185			3	6	9	198		
33	Irondale, Bancroft & Ottawa									2						3		





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TABLE 14.—SUMMARY of Cars in Freight Service for the Year ending

Number.	Name of Railway.	BOX CARS.		FLAT CARS.		STOCK CARS.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
1	Algoma Central and Hudson Bay....	59	2,255	562	20,890		
2	Algoma Eastern.....	27	1,065	130	5,180		
3	Atlantic, Quebec and Western.....	1	30	25	70		
4	Bay of Quinté.....	15	300	119	2,650		
5	Bedlington and Nelson.....	2	70				
6	Brandon, Saskatchewan and Hudson Bay.....	66	2,295	10	360	3	70
7	British Yukon.....	97	1,820	74	1,360	33	660
8	Brockville, Westpost & Northwestern	10	300	6	120	1	20
9	Canada Southern.....	1,390	47,280	141	3,300	4	80
10	Canadian Gov't. Rys. (Intercolonial)	8,178	243,340	2,987	81,215	163	4,055
11	“ “ (P.E. Island).	313	3,840	154	1,765	28	285
12	Canadian Northern.....	16,307	495,210	3,004	98,455	633	18,850
13	“ “ Ontario.....	307	9,210	303	9,090	13	390
14	“ “ Quebec.....	325	9,740	262	7,720	10	300
15	Canadian Pacific.....	59,292	2,024,990	8,801	292,940	3,680	106,920
16	Cap Breton.....			14	420		
17	Caracquet.....	5	75	25	375		
18	Central Ontario.....	26	730	169	4,320	11	320
19	Crow's Nest Southern.....	241	8,420	35	1,230	13	310
20	Canada and Gulf Terminal.....	3	65	4	120		
21	Cumberland Ry.....	2	40	28	420		
22	Dominion Atlantic.....	209	5,295	228	6,000	10	220
23	Eastern British Columbia.....	9	360	10	400		
24	Elgin and Havelock.....	2	50			1	25
25	Essex Terminal.....	1	15				
26	Esquimalt and Nanaimo.....	15	300	200	6,975	1	20
27	Grand Trunk.....	19,504	576,535	3,385	92,760	1,271	35,750
28	“ (Canada Atlantic).....	1,392	40,740	251	6,980	45	1,200
29	“ Pacific.....	12,190	365,700	892	26,760	298	8,940
30	Halifax and South Western.....	92	2,590	212	5,980	2	50
31	Hereford.....	60	1,800	10	200		
32	Inverness Ry. and Coal Co.....	8	160	29	870		
33	Irondale, Bancroft and Ottawa.....			2	40		
34	International of New Brunswick.....	6	120	85	1,995		
35	Kent Northern.....	1	15				
36	Kettle Valley.....	1	25	2	50		
37	Kingston and Pembroke.....	7	140	43	860		
38	Klondike Mines.....			23	345		
39	Lotbinière and Megantic.....	1	30	24	720		
40	London and Port Stanley.....	30	810	3	75	3	90
41	Maine Central.....	25	750	10	300		
42	Manitoba Great Northern.....	84	2,935	12	420	5	120
43	Maritime Coal, Ry. and Power Co.....			2	40		
44	Massawippi Valley.....	440	8,750	180	3,350		
45	Moncton and Buctouche.....	5	100	38	760		
46	Midland Ry. Co. of Manitoba.....	209	7,560	55	1,940	16	365
47	Montreal and Atlantic.....	234	6,035	202	6,080	38	1,080
48	Montreal and Province Line.....	40	715	21	365		
49	Montreal and Vermont Jct.....	258	7,670	131	3,845	4	80
50	Morrissey, Fernie and Michel.....	7	280	1	20		
51	Napierville Jct.....						
52	Nelson and Fort Sheppard.....	27	950	4	130	2	50
53	New Brunswick Coal and Ry. Co.....	6	150	53	1,325		
54	New Brunswick and P. E. Island.....	4	70	41	615		
55	New Westminster Southern.....	54	1,885	8	280	3	70
56	North Shore.....	1	30	1	30		
57	Ottawa and New York.....	118	2,360	14	280		
58	Père Marquette.....	1,263	41,600	111	3,130	33	970
59	Quebec Central.....	283	7,595	647	17,650	68	1,885
60	Quebec and Lake St. John.....	360	11,480	116	2,650	10	200
61	Quebec, Montreal and Southern.....	1,386	41,580	37	925	90	2,700
62	Quebec Oriental.....						
63	Quebec Ry. Light and Power Co.....	31	770	75	1,500	1	20

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June 30, 1913—Showing Number and Aggregate Capacity.

COAL CARS.		TANK CARS.		REFRIGERATOR CARS.		OTHER CARS.		TOTAL.		Number.
Number.	Aggregate Capacity.	Number	Aggregate Capacity.	Number	Aggregate Capacity.	Number	Aggregate Capacity.	Number	Aggregate Capacity.	
	Tons.		Tons.		Tons.		Tons.		Tons.	
166	7,640					273	13,590	1,060	44,375	1
2	80					97	4,850	256	11,175	2
								26	780	3
								134	2,950	4
5	210			5	150	1	50	3	120	5
						19	915	108	4,000	6
12	240			4	80			220	4,160	7
2	40							19	480	8
20	500	25	510					1,580	51,670	9
1,294	30,200	55	1,375	179	5,020	49	1,470	12,905	366,675	10
27	430	1	10	3	45	4	40	530	6,415	11
1,452	57,150	20	600	242	7,260			21,858	677,525	12
237	10,290							860	28,980	13
349	10,925			5	150	29	1,160	980	29,995	14
3,669	170,670	194	8,980	1,817	53,325	1,632	54,555	79,085	2,712,380	15
								14	420	16
								30	450	17
10	400					50	1,750	266	7,520	18
17	750			18	540	69	3,335	393	14,585	19
								7	185	20
190	2,725							220	3,185	21
28	590							475	12,105	22
								19	760	23
								3	75	24
								1	15	25
30	1,300							246	8,595	26
4,117	180,970	179	4,210	1,185	35,450			29,641	925,675	27
67	2,550			24	720			1,779	52,190	28
				249	7,470			13,629	408,870	29
67	2,340	1	30	4	100			378	11,090	30
								70	2,000	31
148	4,440							185	5,470	32
								2	40	33
								91	2,115	34
								1	15	35
								1	100	36
						1	25	4	100	36
						2	40	52	1,040	37
								23	345	38
								25	750	39
45	1,290							81	2,265	40
								35	1,050	41
6	260			6	180	24	1,165	137	5,080	42
								2	40	43
								620	12,100	44
								43	860	45
33	1,505			23	700	27	1,315	363	13,385	46
				1	30			475	13,225	47
4	60							65	1,140	48
21	420			4	120	1	15	419	12,150	49
46	1,380					2	60	56	1,740	50
										51
1	50			2	60	7	350	43	1,590	52
10	250							69	1,725	53
								45	685	54
3	140			4	120	16	765	88	3,260	55
3	75							5	135	56
								132	2,640	57
617	21,500			10	295			2,034	67,495	58
24	720	2	40	10	280			1,034	28,170	59
40	960			1	20			527	15,310	60
				10	300			1,523	45,505	61
										62
14	280					48	1,440	169	4,010	63

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TABLE 14.—SUMMARY of Cars in Freight Service for the Year ending

Number.	Name of Railway.	BOX CARS.		FLAT CARS.		STOCK CAR-	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
			Tons.		Tons.		Tons.
64	Red Mountain.....	20	710	3	100	1	20
65	Rutland and Noyan.....	50	1,500	5	150	2	40
66	Salisbury and Albert.....	4	60	26	390	1	10
67	Schomberg and Aurora.....			13	195		
68	Stanstead, Shefford and Chambly.....	102	1,940	52	845	1	20
69	St. Clair Tunnel.....						
70	St. Lawrence and Adirondack.....	75	1,500	30	600		
71	St. Martins.....	1	20	6	120		
72	Sydney and Louisburg.....	16	320	87	2,660	25	500
73	Temiscouata.....	83	2,120	56	1,230		
74	Temiskaming and Northern Ontario.....	147	5,410	462	15,820	10	300
75	Thousand Islands.....			1	20		
76	Toronto, Hamilton and Buffalo.....	171	5,130	71	2,230	10	300
77	Vancouver, Victoria and Eastern.....	1,232	43,045	178	6,265	71	1,700
78	Victoria Terminal Ry. and Ferry Co.....						
79	Victoria and Sydney, B.C.....	2	40	15	300		
80	Wabash (in Canada).....	1,373	45,590	86	3,120	131	4,000
81	Wellington Colliery.....	5	60	14	280		
82	York and Carleton.....	1	10	1	15		
	Final total.....	128,511	4,096,480	25,117	763,665	6,745	193,975

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June 30, 1913—Showing Number and Aggregate Capacity—*Concluded.*

COAL CARS.		TANK CARS.		REFRIGERATOR CARS.		OTHER CARS.		TOTAL.		Number.
Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	
	Tons.		Tons.		Tons.		Tons.		Tons.	
1	50			2	60	5	250	32	1,190	64
2	80							59	1,770	65
								31	460	66
								13	195	67
8	160			1	20			164	2,985	68
										69
								105	2,100	70
								7	140	71
1,503	35,880	2	30					1,633	39,390	72
								139	3,350	73
								619	21,530	74
								1	20	75
								252	7,660	76
83	3,670			94	2,800	356	17,175	2,014	74,655	77
										78
								17	340	79
100	4,540			8	160			1,698	58,400	80
273	9,500							292	9,840	81
								2	25	82
14,746	567,210	479	15,785	3,91	115,455	2,712	104,315	182,221	5,856,885	

TABLE 15.—SUMMARY OF Bridges, Trestles and Tunnels for the Year ending June 30, 1913.

Name of Railway.	STONE.						IRON.						WOODEN.						
	Aggregate Length.		Minimum Length.		Maximum Length.		Aggregate Length.		Minimum Length.		Maximum Length.		Aggregate Length.		Minimum Length.		Maximum Length.		
	No.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	No.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	No.	Ft. In.	Ft. In.	Ft. In.	Ft. In.		
1 Algonia Central & Hudson Bay.....																			
2 Altonia Eastern.....																			
3 Atlantic, Quebec & Western.....																			
4 Bay of Quinté.....																			
5 Bedlington & Nelson.....																			
6 Brandon, Saskatchewan & Hudson Bay.....																			
7 British Yukon.....																			
8 Brockville, Westport & North Western.....																			
9 Canada & Gulf Terminal.....																			
10 Canada Southern.....	41	699	3	8	0	60	0												
11 Canadian Govt. Rys.: Intercolonial.....																			
12 " " " " Prince Edward Is.....																			
13 Canadian Northern.....																			
14 " " Ontario.....																			
15 " " Quebec.....																			
16 Canadian Pacific.....	147	6,681	0	10	0	719	0	1,305	176,485	0	13	0	5,328	0	491	14,286	0	6	0
17 Cape Breton.....								4	309	0	33	0	370	0	9	4,100	0	1	0
18 Caraquet.....																			
19 Central Ontario.....								11	1,134	0	34	0	490	0	1	45	0	45	0
20 Crow's Nest Southern.....																			
21 Cumberland Railway & Coal Co.....								4	80	0	20	0	20	0	1	18	0	18	0
22 Dominion Atlantic.....								*20	5,299	0	29	0	1,207	0	6	653	0	40	0
23 Eastern British Columbia.....																			
24 Elgin & Havelock.....																			
25 Grand Trunk.....								3	150	0	8	0	6,594	0	411	14,579	0	8	0
26 " (Canada Atlantic).....								*886	96,694	0	12	0	2,180	0	39	1,928	0	14	0
27 Halifax & South Western.....								76	10,819	0	17	0	403	0	78	1,388	0	12	0
28 Hereford.....	1	50	0	50	0	50	0	62	5,616	0	23	0	71	0	4	637	0	40	0
29 Inverness Railway & Coal Co.....								9	525	0	20	0	120	0	5	52	0	8	0
30 International of New Brunswick.....								26	894	0	20	0	304	0	16	575	0		
31 Irontdale, Bancroft & Ottawa.....								1	90	0	90	0	90	0	3	1,050	0	100	0
32 Kent Northern.....								1	166	2								4	0
33 Kettle Valley.....																		603	0
34 Kingston & Pembroke.....								14	534	0	24	0	105	0	69	603	0	4	0



TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1913—Continued.

Number.	Name of Railway.	BRIDGES.						TRESTLES.					
		COMBINATION.			TOTAL.			COMBINATION.			TOTAL.		
		No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
		Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1	Algona Central & Hudson Bay	3	1,000 0	129 0	510 0	7	3,329 0	50 0	1,555 0	90	23,636 0	14 0	1,104 0
2	Algonia Eastern					1	166 2			7	1,037 0	15 0	308 0
3	Atlantic, Quebec & Western					23	6,435 0	21 0	761 0	8	2,927 0	210 0	481 0
4	Bay of Quinte					13	1,070 0	24 0	200 0				
5	Bedfordton & Nelson					1	75 0			10	3,039 0	65 0	767 0
6	British Yukon					1	150 0			37	4,732 0	16 0	702 0
7	Brookville, Westport & North Western			6 0	12 0	51	554 0			27	1,275 0	575 0	700 0
8	Brandon, Saskatchewan & Hudson Bay					1	252 0			28	3,183 0	56 0	418 0
9	Canada & Gulf Terminal			18 3		8	7,506 6			33	1,160 7	8 0	119 2
10	Canada Southern					103	7,510 2			22	9,669 4	41 0	2,964 0
11	Canadian Government Rys.: Intercolonial, P. E. Island					492	41,769 2						
12	Canadian Northern					58	5,110 0						
13	" " Ontario			104 0	1,360 0	68	19,070 0			1,759	157,708 0	8 0	2,035 0
14	" " Quebec			140 0	3,485 0	100	19,244 0			190	31,436 0	14 0	924 0
15	Canadian Pacific			58 0	2,871 0	43	17,963 0			64	8,077 0	10 0	450 0
16	Cape Breton					1,949	201,789 0						
17	Caracquet					4	309 0	50 0	1,650 0				
18	Central Ontario					9	4,100 0			34	9,539 0	14 0	1,712 0
19	Crow's Nest Southern					12	1,179 0						
20	Cumberland Railway & Coal Co.					8	2,254 0						
21	Dominion Atlantic					51	488 0			28		52 0	109 0
22	Eastern British Columbia					26	5,652 0			6	552 0		
23	Edgin & Havelock			11 0	560 0	3	150 0			6	1,060 0		
24	Grand Trunk (Canada Atlantic)	75	6,163 0	120 0	970 0	1,437	122,757 0			15	1,283 0	24 0	123 0
25	Habifax & South Western	5	2,101 0	120 0	970 0	120	14,818 0			31		12 0	627 0
26	Hereford					141	7,004 0			52	8,095 0	13 0	804 0
27	Inverness Railway & Coal Co.					10	929 0			2	478 0	119 0	350 0
28	International of New Brunswick					11	577 0			14	2,139 0	48 0	420 0
29	Trousdale, Bancroft & Ottawa					26	891 0						
31						17	665 0						







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34 Kingston & Pembroke.....	56	3	53	1	16	5	1	16	5
35 Klondike Mines.....	4		4						
36 London & Port Stanley.....	37	6	31		4	19	0	4	19
37 Lorraine & Mercantile.....	9		9						
38 Manitoba Great Northern.....	129		129						
39 Maritime Coal, Railway & Power Co.	17		17						
40 Mississippi Valley.....	32	4	28	1	17	2	1	17	2
41 Midland of Manitoba.....	11	5	11						
42 Moncton & Baucouche.....	19	19	17						
43 Montreal & Atlantic.....	197	12	185	2	22	6	1	18	9
44 Montreal & Province Line.....	42	3	39						
45 Montreal & Vermont Junction.....	16		16						
46 Morrissey, Fernie & Michel.....	8		8	1	30	0	1	30	0
47 Napierville Junction.....	18	1	17						
48 Nelson & Fort Sheppard.....	13	13	13						
49 New Brunswick Coal & Railway Co.	32	32	32						
50 New Brunswick & Prince Edward Island									
51 New Westminster Southern.....	26		26						
52 North Shore.....	3		3						
53 Ottawa & New York.....	69	1	68	1	20	0	1	20	0
54 Pere Marquette.....	232	14	218	1	20	0	1	20	0
55 Quebec Central.....	133	8	125						
56 Quebec Oriental.....	61		61						
57 Quebec & Lake St. John.....	111	7	104						
58 Quebec Railway, Light & Power Co.	18		18						
59 Quebec, Montreal & Southern.....	128	5	123						
60 Red Mountain.....	10		10						
61 Rutland & Noyan.....	2		2						
62 Salisbury & Albert.....	30	2	28						
63 Schomberg & Aurora.....	11		11						
64 Stanstead, Shefford & Chambly.....	49	3	46		1	18	7	1	18
65 St. Clair Tunnel.....							1	20	0
66 St. Lawrence & Adirondack.....	36	7	29						
67 St. Martins.....	21		21						
68 Sydney & Louisburg.....	56	8	48	2	17	4			
69 Temiscouata.....	44	2	42						
70 Temiskaming & Northern Ontario.....	122	4	118	1	26	0	1	26	0
71 Thousand Islands.....	20		20						
72 Toronto, Hamilton & Buffalo.....	122	35	87	1	19	8	8	20	9
73 Vancouver, Victoria & Eastern.....	213	33	180						
74 Victoria & Sidney.....	17		17						
75 Victoria Terminal Railway & Ferry Co.	14		14						
76 Wellington Colliery Co.									
77 York & Carleton.....	11		11						
<b>Final Total.....</b>	<b>22,410</b>	<b>1,671</b>	<b>20,739</b>	<b>285</b>			<b>244</b>		<b>529</b>





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TABLE 16, A.—SUMMARY of Accidents to Persons for  
A.—Accidents Resulting from the Move  
PASSENGERS.

Number.	Name of Railway.	KIND OF ACCIDENT.									
		Collisions.		Derailments.		Parting of Trains.		Locomotives Falling from or Cars Breaking Down.		Trains, Locomotives or Cars.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Can. Gov't. Ry.: Intercolonial.....	1	5		3						3
2	Can. Northern.....										3
3	Can. Northern Ontario.....										1
4	Can. Northern Quebec.....		1		21						
5	Can. Pacific.....	2	51	8	177					6	34
6	Grand Trunk.....		6		89					1	2
7	" (Can. Atlantic).....		26								1
8	Grand Trunk Pacific.....				4						
9	Halifax and South Western.....										
10	Massawippi Valley.....										
11	Midland of Manitoba.....										
12	Montreal and Province Line.....			6	13						
13	Morrissey, Fernie and Michel.....										1
14	Père Marquette, in Canada.....										2
15	Quebec and Lake St. John.....										1
16	Quebec Ry. Light and Power Co.....										1
17	Quebec, Montreal and Southern.....										
18	St. Lawrence and Adirondack.....										
19	Sydney and Louisburg.....										1
20	Toronto, Hamilton and Buffalo.....		1								
21	Vancouver, Victoria and Eastern.....										
22	Wabash, in Canada.....		15	1	33					1	
	Final total.....	3	108	15	347					8	49

Accidents to Postal Clerks, Express and Pullman Employees:—

	Killed.	Injured.
Canada Southern.....	1	
Intercolonial.....	2	
Can. Northern.....	2	
Can. Pacific.....	2	11
Grand Trunk.....		5
Grand Trunk Pacific.....		1
Massawippi Valley.....		1
Temisaming and Northern Ont.....		1
Wabash.....		3
Total.....	2	27

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the Year ending June 30, 1913, showing kind of Accident.  
ment of Trains, Locomotives or Cars.

PASSENGERS.

KIND OF ACCIDENT.											Total Accidents to PASSENGERS.		
Jumping on or off Trains, Locomotives, or Cars.		STRUCK BY TRAINS, LOCOMOTIVES OR CARS.						Other Causes.		Killed.			Injured.
		At Highway Crossings.		At Stations.		At Other Points Along track.							
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
1	5								2		8		
	4		1				1		12	2	18		
	1								1		2		
3	47	1	1	1	6	2	1	1	29	24	346		
3	4								5	4	106		
	2							1	1		34		
	3								1		8		
	1										1		
	1		1						1		2		
										6	13		
											1		
	2								4		6		
	1								1		4		
											1		
	1								1		2		
									1		1		
											1		
									1		1		
									1	2	49		
7	72	1	3	1	6	2	3	1	62	38	650		

TABLE 16, B.—SUMMARY of Accidents to Persons for the  
A.—Accidents Resulting from the Move  
EMPLOYEES—

Number.	Name of Railway.	KIND OF ACCIDENT.									
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars Breaking Down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central and Hudson Bay...		2								
2	Algoma Eastern.....		3								
3	Canada Southern.....	1	2		4	2	1				
4	Can Gov't Rys.: Intercolonial.....		20	4	16	2	6				1
5	P. E. Island.....						1				
6	Can. Northern.....	3	5		18	2	7		2		1
7	Can. Northern Ontario.....		1			3					
8	Can. Northern Quebec.....		3		1		4				
9	Can. Pacific.....	3	80	10	83	8	21	1	8		8
10	Crow's Nest Southern.....										
11	Central Ontario.....										
12	Dominion Atlantic.....						3				
13	Esquimaux and Nanaimo.....										
14	Grand Trunk.....	12	16	8	14	1	12				
15	(Can. Atlantic).....		1				5				
16	Grand Trunk Pacific.....	2	5	1	3		1				
17	Halifax and South Western.....		1								
18	International of New Brunswick.....		2								
19	Inverness Ry. and Coal Co.....					1					
20	Kingston and Pembroke.....		1								
21	London and Port Stanley.....		1								
22	Manitoba Great Northern.....				1						
23	Massawippi Valley.....								1		
24	Midland of Manitoba.....				3						
25	Montreal and Atlantic.....		2								
26	Montreal and Province Line.....										
27	Montreal and Vermont Junction.....										1
28	Morrissey, Fernie and Michel.....		1								
29	Nelson and Fort Sheppard.....										
30	Ottawa and New York.....										
31	Père Marquette, in Canada.....		2	1							
32	Quebec Central.....		2				3				
33	Quebec and Lake St. John.....	1					1				
34	Quebec, Montreal and Southern.....		3								
35	Red Mountain.....										
36	Rutland and Noyan.....										
37	Schomberg and Aurora.....		1								
38	Stanstead, Shefford and Chambly.....		1								
39	St. Lawrence and Adirondack.....		1								
40	Sydney and Louisburg.....		3								
41	Temiskaming & North'n Ontario.....	1		1							
42	Temiscouata.....										
43	Toronto, Hamilton and Buffalo.....		4		5		1				
44	Vancouver, Victoria and Eastern.....		2		2		2				
45	Victoria and Sydney.....										
46	Wabash, in Canada.....		2	2	15		3				
47	Wellington Colliery Co.....		1								
	Final total.....	25	166	27	165	19	71	1	11		11



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Year ending June 30, 1913, showing kind of Accident.

ment of Trains, Locomotives or Cars.

TRAINMEN.

KIND OF ACCIDENT.											Total Accidents to TRAINMEN.		Number.	
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.		Killed.	Injured.			
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.					
	2		1				1					6	1	
	1											4	2	
	7	1	4	1	3				6	5		27	3	
	10	1	2	1					6	8		61	4	
									2			3	5	
2	28		10		4		1		46	7		122	6	
	2		1				1		5	3		10	7	
	4		2		1				4			19	8	
15	144	5	82	11	24	1	18	5	186	59		654	9	
	1				1							1	10	
												1	11	
													3	12
	2								1			3	13	
10	25	2	9	12	6		1	15	46	60		129	14	
	1								7			14	15	
	8		9		1		1	1	7	4		35	16	
	2											3	17	
												2	18	
1											2		19	
												1	20	
									2			3	21	
									1			2	22	
	2		1						3			7	23	
												3	24	
1	1			1				1	1	1		5	25	
1	1											1	26	
												1	27	
1									7	1		8	28	
									1			1	29	
									1			1	30	
	1		1				2		6	1		12	31	
					1				2		1	8	32	
	2								1			4	33	
									3			6	34	
									1			1	35	
									1			1	36	
												1	37	
												1	38	
									4			5	39	
1	2		1	1					2	2		8	40	
	5		1						7	2		13	41	
			1						2			3	42	
	3		4		1				3			21	43	
	5								11			22	44	
	1											1	45	
2	6			2	2				15	6		43	46	
1										1		1	47	
35	265	9	129	29	44	1	25	21	390	167		1,277		

TABLE 16, C.—SUMMARY of Accidents to Persons for the  
A.—Accidents Resulting from the Move  
EMPLOYEES—

Number.	Name of Railway.	KIND OF ACCIDENT.									
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars Breaking Down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central and Hudson Bay						4				
2	Canada Southern										
3	Can. Gov't. Rys.: Intercolonial										
4	" " P. E. Island										
5	Canadian Northern										
6	Can. Northern Ontario										
7	Can. Northern Quebec										
8	Can. Pacific	1	1	4	17		4				
9	Crow's Nest Southern				1		1				
10	Dominion Atlantic										
11	Grand Trunk				1						
12	" (Can. Atlantic)										
13	Grand Trunk Pacific										
14	Maine Central (Princeton)										
15	Manitoba Great Northern										
16	Montreal and Atlantic										
17	Morrissey, Fernie and Michel										
18	Nelson and Fort Sheppard										
19	Quebec Central										
20	St. Lawrence and Adirondack				2						
21	Sydney and Louisburg										
22	Temiscouata										
23	Toronto, Hamilton and Buffalo				2		1				
24	Vancouver, Victoria and Eastern				2						1
	Final total	1	1	4	25		10				1

TABLE 16, D.—EMPLOYEES—SWITCH TENDERS,

1	Can. Northern										
2	Can. Pacific	1	2	1	8						
3	Grand Trunk										
4	Kingston and Pembroke		1								
5	London and Port Stanley										
6	Quebec and Lake St. John										
	Final total	1	3	1	8						

TABLE 16, E.—EMPLOYEES—

1	Canada Southern										
2	Can. Gov't. Ry.: Intercolonial										
3	Can. Northern				1	1			1		
4	Can. Pacific										
5	Grand Trunk										
6	Grand Trunk Pacific										
	Final total				1	1			1		

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Year ending June 30, 1913, showing kind of Accident.  
ment of Trains, Locomotives and Cars.

TRACKMEN.

KIND OF ACCIDENT.												Total.	Number.
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.		Killed.	Injured.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				
	1			3					1	3	5	1	
	1								1		1	2	
			1									3	
	1		1	1	3				10	1	15	4	
					1						1	5	
			1		2						3	6	
4	49	3	21	28	31			5	49	45	172	7	
	1								1		1	8	
				1					1	1	2	9	
	1			4	3			1	6	7	12	10	
				1						1	1	11	
	1		1	1					1	1	3	12	
	1										1	13	
	1										1	14	
											1	15	
											1	16	
											1	17	
					1						1	18	
					2				1		3	19	
											3	20	
										3	2	21	
										1	4	22	
										1	1	23	
	1				1				1	1	6	24	
5	59	4	25	39	44			6	80	59	245		

CROSSING TENDERS AND WATCHMEN.

								1		1	1
1	7		1	1	5			10	4	33	2
				2	2			1	2	4	3
					1					1	4
	1	1								1	5
									1	1	6
1	8	1	1	3	8			1	13	8	41

STATION MEN.

			1		1						2	1
				1						1		2
	1		1									3
	3		2	4	7				18	5	32	4
				2				1	2	3	2	5
	1										1	6
	5		4	7	8			1	20	9	39	

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TABLE 16, F.—SUMMARY of Accidents to Persons for the  
A.—Accidents Resulting from the Move  
EMPLOYEES—

Number.	Name of Railway.	KIND OF ACCIDENT.									
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars Breaking Down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Can. Northern										
2	Can. Pacific		1		1						
3	Grand Trunk										
4	" (Can. Atlantic)										
5	Grand Trunk Pacific										
6	Morrissey, Fernie & Michel										
7	Quebec and Lake St. John										
8	Quebec, Montreal and Southern			1							
9	Temiscouata										
10	Toronto, Hamilton & Buffalo										
	Final total		1		1						

TABLE 16, G.—EMPLOYEES—

1	Can. Northern									
2	Can. Pacific				1					
3	Montreal and Atlantic									
	Final total				1					

TABLE 16, H.—EMPLOYEES—

1	Algoma Central and Hudson Bay						1			
2	Algoma Eastern	1								
3	Canada Southern									
4	Can. Gov't. Ry.:Intercolonial			1						
5	Can. Northern	1								
6	Can. Northern Ontario									
7	Can. Northern Quebec			1						
8	Can. Pacific	8	8	6	2	6		2		1
9	Grand Trunk									
10	Grand Trunk Pacific									
11	Kingston & Pembroke	1								
12	Nelson and Fort Sheppard			1						
13	Père Marquette, in Canada									
14	Quebec, Montreal and Southern									
15	St. Lawrence and Adirondack									
16	Sydney and Louisburg									
17	Temiskaming & North'n Ontario							2		
18	Toronto, Hamilton and Buffalo									
19	Vancouver, Victoria and Eastern									
20	Wabash, in Canada									
	Final total	11	8	9	2	7		4		1

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Year ending June 30, 1912, showing kind of Accident.  
 ment of Trains, Locomotives and Cars.  
 SHOPMEN.

KIND OF ACCIDENT.											Total.		Number.
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.		Killed.	Injured.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			Killed.	Injured.
				1	1			1	1	2	2	1	
1	4	1	2	5	7		2	3	24	10	41	2	
								1	4		4	3	
	1			2	2				2	1	5	4	
					1				1		1	5	
												6	
												7	
									1		1	8	
									3		3	9	
									1		1	10	
1	5	1	2	8	11		2	5	37	15	59		

TELEGRAPH EMPLOYEES.

	2							2		2	1
					1			5		8	2
	2				1			7		11	3

OTHER EMPLOYEES.

					1						2	1
	1		2						1		1	2
1	2	1	1	1	2			8	1	2	14	3
1			1					1	1		1	4
	15	5	12	8	13		4	8	47	31	114	5
1			1	1	2			4	4	1	6	6
	1									1	1	7
								1		1	2	7
			1						2		2	8
	1	1			1					1	1	9
	2										2	10
								1			1	11
											2	12
								1		1		13
									2		2	14
			1								1	15
	1	1			1					1	2	16
	2										4	17
					1						1	18
			2						2		4	19
				1						1		20
3	22	7	19	11	20		4	9	65	40	162	

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TABLE 16, I.—SUMMARY of Accidents to Persons for the  
A.—Accidents Resulting from the Move  
OTHER PERSONS—

Number.	Name of Railway.	KIND OF ACCIDENT.									
		Collisions,		Derailments		Parting of Trains.		Locomotive Falling from or Cars Breaking Down.		Trains, Locomotives or Cars.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Eastern.....										
2	Brockville, Westport and North Western.....										
3	Canada Southern.....									1	1
4	Can. Gov't. Ry.: Intercolonial.....			1							1
5	Can. Northern.....	1									
6	Can. Northern Ontario.....										
7	Can. Northern Quebec.....										1
8	Can. Pacific.....									6	10
9	Central Ontario.....										
10	Dominion Atlantic.....										
11	Grand Trunk.....						1			2	8
12	" (Can. Atlantic).....										2
13	Grand Trunk Pacific.....										
14	Halifax and South Western.....										
15	Kingston and Pembroke.....										
16	Klondike Mines.....										
17	Montreal and Atlantic.....										
18	Morrissey, Fernie and Michcl.....			1							
19	Ottawa and New York.....										
20	Pere Marquette.....							1			
21	Quebec Central.....										
22	Quebec and Lake St. John.....										
23	Quebec, Montreal and Southern.....										
24	Salisbury and Albert.....										
25	St. Lawrence and Adirondack.....										
26	Sydney and Louisburg.....										
27	Temiskaming & North'n Ontario.....										
28	Temiscouata.....										
29	Toronto, Hamilton and Buffalo.....										
30	Vancouver, Victoria and Eastern.....										1
31	Wabash, in Canada.....										1
	Final total.....	1		2		1	1			9	24

TABLE 16, J.—OTHER PERSONS—

1	Canada Southern.....										
2	Can. Gov't. Ry.: Intercolonial.....		4		1						
3	Can. Northern.....										1
4	Can. Northern Ontario.....										
5	Can. Northern Quebec.....										
6	Can. Pacific.....	1	3	5	4					3	6
7	Esquimalt and Nanaimo.....										
8	Grand Trunk.....		22								
9	Grand Trunk Pacific.....										
10	Pere Marquette.....										
11	Quebec and Lake St. John.....										
12	St. Lawrence and Adirondack.....										
13	Sydney and Louisburg.....										
14	Toronto, Hamilton and Buffalo.....										
15	Vancouver, Victoria and Eastern.....										
16	Wabash, in Canada.....										
	Final total.....	1	29	5	5					3	7

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Year ending June 30, 1913, showing kind of Accident.  
 ment of Trains, Locomotives or Cars.

—TRESPASSING.

KIND OF ACCIDENT.										Total Accidents to OTHER PERSONS—Trespassing.		No.
Jumping on or of Trains, Locomotives or Cars.	STRUCK BY TRAINS, LOCOMOTIVES OR CARS.						Other Causes.					
	Killed.	Injured.	At Highway Crossings		At Stations.		At Other Points Along Track.		Killed.	Injured.	Killed.	Injured.
Killed.			Injured.	Killed.	Injured.	Killed.	Injured.					
						1				1		1
				1	6					1		2
1						1	3					3
2	1	3				13	7			3		4
3	2		3	1	1	15	4		2	18		5
					2	1	1			1		6
1			1			3	2		1	6		7
7	7	9	12	19	17	85	86	4	4	130	136	8
						2				2		9
						1	1			1		10
7	7	19	25		1	44	31	10	12	82	85	11
		2	1			5	2			7	5	12
		1			1	2	4	1		4	5	13
							3				3	14
						1				1		15
						1				1		16
						1				1		17
				1						2		18
	1					1				1		19
								1		2	1	20
1	1				1	5				6		21
			1			3	4			3	6	22
						1	1			1	1	23
						1				1		24
1				1						1		25
						2	1			3	1	26
									2		2	27
						1				1		28
1			1			6	1		1	7	3	29
						2	1			2	1	30
						1	2			1	3	31
24	19	35	43	23	23	197	153	17	21	309	284	

—NOT TRESPASSING.

			1	8					2	1	10	1
1		4	8	4	1					9	14	2
									1		2	3
		1		1						2		4
			1		1						2	5
3	6	20	24	4	8	4	8		31	42	90	6
1		1	1					1		3	1	7
	1					2		3	2	5	25	8
							1				1	9
			1						2		3	10
			4				1				5	11
			2						2		4	12
			1		1		2				4	13
			1						2		3	14
			1								1	15
			6	1						1	6	16
5	7	27	58	10	11	6	12	6	42	63	171	

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TABLE 16, K.—SUMMARY of Accidents to Persons for the  
B.—Accidents Arising from Causes other than those Resulting  
PASSENGERS.

No.	Name of Railway.	KIND OF ACCIDENT.								Total Accidents to STATION MEN.			
		Hand- ling Traffic.		Hand ling Tools, Mach- inery &c.		Hand- ling Supplies, &c.		Gett- ing on or off Locomo- tives or Cars at Rest.				Other Causes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canada Southern										3		3
2	Can. Gov't. Ry.: Intercolonial									1		1	
3	Can. Northern								1				1
4	Can. Northern Quebec										3		3
5	Can. Pacific								1	2	8		9
6	Vancouver, Victoria and Eastern								1				1
	Final total								3	3	14		17

## EMPLOYEES—STATION MEN.

1	Algoma Central and Hudson Bay										1		1
2	Algoma Eastern												1
3	Canada Southern								1				2
4	Can. Gov't. Ry.: Intercolonial		2										2
5	“ “ Prince Edward Island		1										1
6	Can. Northern		1								1		2
7	Can. Northern Ontario												7
8	Can. Northern Quebec		7										7
9	Can. Pacific		42		9		19		6		35		111
10	Grand Trunk										1		1
11	“ (Can. Atlantic)										1		1
12	Grand Trunk Pacific		2										2
13	Halifax and South Western												3
14	Massawippi Valley		3										3
15	Ottawa & New York					1							1
16	Pere Marquette												1
17	Quebec Central												1
18	Quebec and Lake St. John										1		1
19	Sydney and Louisburg												2
20	Temiskaming and Northern Ontario					2							2
21	Toronto, Hamilton and Buffalo		1								1		2
22	Vancouver, Victoria and Eastern		7								1		8
23	Wabash, in Canada										1		1
	Final total		66		9		22		7		43		147



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Year ending June 30, 1913, showing kind of Accident.  
from the Movement of Trains, Locomotives or Cars.

OTHER PERSONS.

KIND OF ACCIDENT.										Total Accidents to OTHER PERSONS.		No.
Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at Rest.		Other Causes.		Killed.	Injured.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
												1
								1	1	1	1	2
								1	4	1	4	3
								1	1	1	1	4
	2				1		1		6		10	5
												6
	2				1		1	3	12	3	16	

16. L.

EMPLOYEES—SHOPMEN.

			7		4						11	1
			14		1						15	2
			4						3		7	3
			5								5	4
			57		2		1				91	5
			17				1		31		18	6
			6		5		1			12	30	7
	6		92	1	10		10			90	1	8
	4		8							10	18	9
										2	2	10
			1		2			1		4	2	11
			1								1	12
												13
												14
			1		2				1	1	7	15
			4							1	2	16
					2			1		2	1	17
			5		9				10		24	18
							1				1	19
												20
			5							1	6	21
										1	1	22
			1							1	2	23
	10	2	245	1	35		14	2	168	5	472	

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TABLE 16, M.—SUMMARY of Accidents to Persons for  
 B.—Accidents Arising from Causes other than those Result  
 EMPLOYEES—TRACKMEN.

No.	Name of Railway.	KIND OF ACCIDENT.								Total Accidents to PASSENGERS.			
		Hand-ling Traffic.		Hand-ling Tools, Machinery &c.		Hand-ling Supplies, &c.		Get-ting on or off Locomo-tives or Cars at Rest.		Other Causes.			
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
1	Algoma Central and Hudson Bay.....				1		3						4
2	Algoma Eastern.....				1						1		2
3	Brandon, Sask'n and Hudson Bay.....												
4	Canada Southern.....				13		8						21
5	Can. Gov't. Rys.: Intercolonial.....												
6	"    "    "    Prince Edward Island.....				3				1				5
7	Can. Northern.....				9		7		1		51		68
8	Can. Northern Ontario.....										7		7
9	Can. Northern Quebec.....						3				4		7
10	Can. Pacific.....		4	2	85		86		2	4	115		292
11	Crow's Nest Southern.....						1				2		3
12	Esquimaht and Nanaimo.....						4				1		5
13	Grand Trunk.....										8		8
14	"    "    (Can. Atlantic).....												
15	Grand Trunk Pacific.....				1		5				3		9
16	Hereford.....												
17	Inverness Ry. and Coal Co.....				1						1		2
18	Manitoba Great Northern.....						1				3		4
19	Montreal and Atlantic.....				2		1				1		4
20	Nelson and Fort Sheppard.....						2				1		3
21	Ottawa and New York.....				1								1
22	Pere Marquette.....												
23	Quebec Central.....						1				1		2
24	Quebec and Lake St. John.....				1						1		2
25	Quebec Ry. Light and Power Co.....												
26	St. Lawrence and Adirondack.....				1		1				1		3
27	Sydney and Louisburg.....				2								2
28	Temiskaming and Northern Ontario.....												
29	Toronto, Hamilton and Buffalo.....				3		8		1				12
30	Vancouver, Victoria and Eastern.....				1		9				7		17
31	Wabash, in Canada.....						4				1		5
	Final total.....		4	2	125		144		5	4	210		488

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the Year ending June 30, 1913, showing kind of Accident.  
 ing from the Movement of Trains, Locomotives or Cars.

EMPLOYEES—OTHER EMPLOYEES.

KIND OF ACCIDENT.										Total Accidents to OTHER EMPLOYEES.		No.
Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at Rest.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
				1	3		1		5	1	9	1
									1		1	2
									1		1	3
	1		15		2		3	1	10	1	31	4
	4								8		12	5
			3		2				2		7	6
	2		16		19		2		52		91	7
												8
			2		4				12		18	9
2	19	1	44		30		7	6	138	9	238	10
	1										1	11
												12
								1	8	1	8	13
									1		1	14
	1		3		3		1	2	2	2	10	15
									1		1	16
												17
									2		2	18
			1		1				1		3	19
					1				2		3	20
												21
			1		1				1		3	22
												23
									7		7	24
			1							1	1	25
												26
												27
							1				1	28
												29
	4		2		3				9		15	30
									1		1	31
2	32	2	87	1	69		15	10	263	15	466	

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## ELECTRIC

TABLE I.—SUMMARY of Road, Mileage, Passengers and

No.	Name of Railway.	TRACK MILEAGE.				
		Length of Road First Main Track.	Length of Road Second Main Track.	Total Main Track.	Length of Sidings and Turnouts.	Total Computed as Single Track.
1	Berlin and Waterloo Street	3-20	1-48	4-68	41	5-09
2	Berlin and Northern	2-45		2-45	10	2-55
3	Brantford and Hamilton	23-00		23-00		23-00
4	British Columbia	177-44	118-56	296-00	38-02	334-02
5	Calgary	50-00	12-00	62-00	1-00	63-00
5a	Canadian Resources Development Co.	1-75		1-75	16	1-91
6	Cape Breton	30-52		30-52	1-05	31-57
7	Chatham, Wallaceburg and Lake Erie	38-94		38-94	6-00	44-94
8	Cornwall	4-00		4-00	2-50	6-50
9	Edmonton Radial	30-23		30-23	50	30-73
10	Galt, Preston and Hes-peler, now Berlin, Waterloo and Lake Huron	17-81	1-36	19-17	7-25	26-42
11	Grand Valley	40-36	1-45	42-31		42-31
12	Guelph Radial	8-50		8-50	53	8-83
13	Halifax Tramway	11-24	8-70	19-94	06	20-00
14	Hamilton and Dundas	7-00		7-00		7-00
15	Hamilton, Grimsby and Beamsville	22-00		22-00		22-00
16	Hamilton Radial	25-00	8-69	33-69		33-69
17	Hamilton Street	22-00		22-00		22-00
18	Hull	14-12	10-60	24-72	2-17	26-89
19	International Transit Co.	4-30		4-30	22	4-52
20	Kingston, Port-mouth and Cataraqui	8-60		8-60		8-60
21	Levis County	10-50		10-50		10-50
22	Lethbridge Municipal	11-00		11-00	70	11-70
23	London Street	25-73	6-79	32-52	73	33-25
24	London and Lake Erie	29-02		29-02	50	29-52
25	Moncton Tramways	2-72		2-72	01	2-73
26	Montreal Park and Island	29-37	16-03	45-40	4-68	50-08
27	Montreal Street	76-67	60-10	136-77	17-59	154-36
28	Montreal Terminal*	18-22	4-28	22-50	6-55	29-05
29	Montreal and Southern Counties	11-40		11-40	2-60	13-40
30	Moosejaw	7-50	1-50	9-00	75	9-75
30a	Niagara, Welland and Lake Erie	1-74		1-74	50	2-04
31	Nelson, B.C.†	1-25		1-25		1-25
32	Niagara Falls, Park and River	11-91	11-20	23-11	1-37	24-48
33	Niagara, St.Catharines and Toronto	47-76		47-76	15-82	63-58
34	Nipissing Central	5-70		5-70	10	5-80
35	Oshawa	9-00		9-00	4-00	13-00
36	Ottawa	28-56	21-42	44-98	50	45-48
37	Peterborough Radial	6-04		6-04	04	6-08
38	Pictou County†	7-90		7-90	20	8-10
39	Port Arthur and Fort William	25-33		25-33		25-33
40	Quebec Rly., Light and Power (Citadel)	17-72		17-72		17-72
41	Quebec Rly., Light and Power (Montmorency)	28-60	9-80	38-40	3-00	41-40
42	Regina Municipal	13-09	7-33	20-42	40	20-82
43	Sandwich, Windsor and Amherst-burgh	38-28		38-28		38-28
44	Sarnia	8-25		8-25	1-00	9-25
45	Sherbrooke	9-00		9-00	53	9-53
46	St. John, N.B.†	12-50	6-50	19-00		19-00
47	St. Stephen, N.B.	4-00		4-00		4-00
48	St. Thomas, Ont.	7-00		7-00		7-00
49	Suburban Transit (Winnipeg)	19-61		19-61		19-61
50	Toronto Street	61-72	61-72	123-44	9-48	132-92
51	Toronto Suburban	9-84		9-84	42	10-26
52	Toronto and York	72-43		72-43	9-57	82-00
53	Windsor, Essex and Lake Shore	36-16	1-13	37-29	1-85	39-14
54	Winnipeg	89-12		89-12		89-12
55	Winnipeg, Selkirk and Lake W'peg.	22-13		22-13		22-13
56	Yarmouth†	3-00		3-00		3-00
	Total	1,356-63	371-14	1,727-77	141-86	1,869-63

Figures taken from return of 1911.

† Figures taken from last year's return.



TABLE 2.—SUMMARY of Railway Capital at the

No.	1 Name of Railway.	2		3	4	
		Stocks.				
		Amount Outstanding.		Amount per mile of Line.	Proportion to total Railway Capital.	
		Col. 12.				
		\$	cts.	\$	cts.	Per cent.
1	Berlin and Waterloo Street.....					
2	Berlin and Northern.....		17,400		5,780	88.78
3	Brantford and Hamilton.....		300,000		13,044	31.23
4	British Columbia.....		9,173,000		47,250	58.00
5	Calgary Municipal.....					
6	Cape Breton.....		1,359,000		114,975	58.00
7	Leased:—Sydney and Glace Bay.....		500,000		26,738	55.00
8	Chatham, Wallaceburg and Lake Erie.....		760,600		16,925	48.70
9	Cornwall Street.....		200,000		30,769	100.00
10	Edmonton Radial.....					
11	Galt, Preston and Hespeler, now Berlin, Waterloo and Lake Huron.....		125,000		7,019	22.72
12	Grand Valley <sup>2</sup> .....		1,100,000		27,208	60.00
13	Guelph Radial.....		151,500		37,500	100.00
14	Halifax Tramway.....		1,400,000		70,000	70.00
15	Hamilton and Dundas.....		100,000		14,286	50.00
16	Hamilton, Grimsby and Beamsville.....		235,000		10,682	61.03
17	Hamilton Radial.....		111,150		4,446	41.00
18	Hamilton Street.....		914,000		41,545	64.64
19	Hull.....		292,000		17,925	100.00
20	International Transit Co.....		150,000		34,884	36.58
21	Kingston, Portsmouth and Catarauqui.....		83,100		10,387	45.60
22	Levis County.....		382,900		36,466	72.00
23	Lethbridge Municipal.....					
24	London Street.....		556,000		17,108	49.00
25	London and Lake Erie.....		2,000,000		68,711	74.00
26	Moncton Tramways <sup>†</sup> .....		1,090,400		400,882	77.00
27	Montreal Tramways.....		3,000,000		24,193	9.00
28	Moosejaw.....		596,700		59,670	100.00
29	Montreal and Southern Counties.....		1,000,000		87,719	100.00
30	Nelson, B.C. <sup>2</sup> .....		34,639		10,263	45.31
31	Niagara Falls, Park and River.....					
32	Niagara, St. Catharines and Toronto.....		925,000		16,849	45.70
32a	Niagara, Welland and Lake Erie.....		250,000		125,000	84.60
33	Nipissing Central.....		530,000		92,000	100.00
34	Oshawa.....		40,000		3,077	33.80
35	Ottawa.....		1,876,900		41,270	78.97
36	Peterborough Radial.....		100,000		16,445	43.70
37	Pictou County <sup>2</sup> .....		300,000		37,037	50.00
38	Port Arthur and Fort William.....					
39	Quebec Railway, Light and Power Co. <sup>1</sup> .....		3,250,000		62,960	55.00
40	Regina Municipal.....					
41	Sandwich, Windsor and Amherstburg.....		297,000		7,759	37.74
42	Sarnia.....		90,000		9,730	53.00
43	Sherbrooke <sup>1</sup> .....		1,080,500		120,055	50.00
44	St. John, N.B. <sup>2</sup> .....		800,000		42,105	44.41
45	St. Stephen, N.B.....		50,000		12,500	33.33
46	St. Thomas, Ont.....					
47	Suburban Transit (Winnipeg).....		100,000		5,258	16.67
48	Toronto Street.....		11,000,000		177,419	75.00
49	Toronto Suburban.....		1,500,000		17,308	36.10
50	Toronto and York.....		2,000,000		24,390	54.95
51	Windsor, Essex and Lake Shore.....		750,000		18,750	50.00
52	Windsor and Tecumseh.....		100,900			34.60
53	Winnipeg <sup>1</sup> .....		11,241,978		126,314	70.00
54	Winnipeg, Selkirk and Lake Winnipeg.....		111,500		5,210	22.00
55	Yarmouth <sup>2</sup> .....		54,500		18,167	81.10
	Total.....		62,079,767			

\* Figures taken from last report.

† General capital of Company, electric light, gas, etc.

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close of the Year ending June 30, 1913.

FUNDED DEBT.			FUNDED DEBT.		SUMMARY.		No.
Amount Outstanding. Cols. 8+9+10+11	Amount per Mile of Line.	Proportion to total Railway Capital. 100 x Col. 5	Designation.		Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6	
		Col. 12.	Bonds.	Miscellaneous Obligations.			
\$	\$	Per cent.	\$	\$	\$	\$	
133,607	26,249	100.00	133,607		133,607	26,249	1
2,400	960	11.22	2,400		19,800	6,740	2
660,000	28,695	68.77	660,000		950,000	41,739	3
6,827,000	35,164	42.00	6,827,000		16,000,000	82,414	4
2,114,542	42,291	100.00	2,114,542		2,114,542	42,291	5
988,000	83,587	42.00	988,000		2,347,000	198,562	6
411,000	21,978	45.00	411,000		911,000	48,716	7
800,000	17,801	51.30	800,000		1,560,600	34,726	8
					200,000	30,769	9
3,003,639	96,892	100.00	3,003,639		3,065,639	96,892	10
426,000	23,919	77.28	426,000		551,000	30,938	11
688,800	17,036	40.00	688,800		1,788,800	44,244	12
					151,500	37,500	13
600,000	30,000	30.00	600,000		2,000,000	100,000	14
100,000	14,286	50.00	100,000		200,000	28,572	15
150,000	6,818	38.97	150,000		385,000	17,500	16
160,000	6,400	59.00	160,000		271,150	10,846	17
500,000	22,727	35.36	500,000		1,414,000	64,272	18
					292,000	17,925	19
260,000	60,465	63.42	260,000		410,000	95,349	20
99,250	12,406	54.49	99,250		182,350	22,793	21
151,100	14,390	28.00	151,100		534,000	50,856	22
328,500	29,864	100.00	328,500		328,500	29,864	23
577,000	17,754	51.00	577,000		1,133,000	34,862	24
700,000	24,121	26.00	700,000		2,700,000	92,832	25
365,000	134,191	23.00	365,000		1,455,400	535,073	26
33,267,150	268,283	91.00	33,267,150		36,267,150	292,476	27
					596,700	59,670	28
					1,000,000	87,719	29
41,803	12,386	54.69	34,761	7,042	76,442	22,649	30
600,000	50,378	100.00	600,000		600,000	50,378	31
1,098,000	20,000	54.30	1,098,000		2,023,000	36,849	32
45,500	22,750	15.40	45,500		295,500	147,750	32a
					530,000	92,000	33
78,452	6,635	66.20	78,452		118,452	9,112	34
500,000	10,993	21.03	500,000		2,376,900	52,263	35
128,815	21,183	56.30	50,000	78,815	228,815	37,628	36
300,000	37,037	50.00	300,000		600,000	74,074	37
1,476,442	58,281	100.00	1,476,442		1,476,442	58,281	38
2,513,434	47,821	45.00	2,500,000	13,434	5,763,434	110,781	39
1,475,000	72,000	100.00	1,475,000		1,475,000	72,000	40
490,000	12,800	62.26	490,000		787,000	20,559	41
80,000	8,648	47.00	80,000		170,000	18,378	42
1,080,500	120,055	50.00	1,080,500		2,161,000	240,110	43
1,000,000	52,631	55.59	1,000,000		1,800,000	94,736	44
100,000	25,000	66.67	100,000		150,000	37,500	45
56,290	8,041	100.00	56,290		56,290	8,041	46
500,000	26,290	83.33	500,000		600,000	31,548	47
3,658,940	59,015	25.00	3,658,940		14,658,940	236,434	48
2,628,000	30,000	63.90	2,628,000		4,128,000	47,308	49
1,640,000	20,000	45.05	1,640,000		3,649,000	44,390	50
750,000	18,750	50.00	750,000		1,500,000	37,500	51
189,000		65.40	189,000		289,000		52
5,000,000	56,180	30.00	5,000,000		16,241,978	182,494	53
400,000	18,691	78.00	400,000		511,500	23,901	54
12,700	4,233	18.90	12,700		67,200	22,400	55
79,155,864			79,056,573	99,291	141,235,631		

<sup>1</sup>General capital of the Light and Power Co., all divisions.      <sup>2</sup>Figures taken from Report of last year.

TABLE 3.—SUMMARY of Income Account

No.	Name of Railway.	INCOME.			
		Net Earnings from Operation.	Net Loss from Operation.	Miscellaneous Income.	Total Income from Operation.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Berlin and Northern	2,250 06			2,250 06
2	Berlin and Waterloo	14,508 97			14,508 97
3	Brantford and Hamilton	43,625 52			43,625 52
4	British Columbia	940,439 83			940,439 83
5	Calgary Municipal	201,933 87			201,933 87
5a	Canadian Resources Development		1,737 79		-1,737 79
6	Cape Breton	94,447 14		121,529 09	215,976 23
7	Chatham, Wallaceburg and Lake Erie	59,551 81			59,551 81
8	Cornwall	8,123 27			8,123 27
9	Edmonton	78,846 09			78,846 09
10	Galt, Preston and Hespeler, now Berlin, Waterloo and Lake Huron	86,887 27		269 64	87,156 91
11	Grand Valley	27,549 60			27,549 60
12	Guelph Radial	9,562 06			9,562 06
13	Halifax Tramway	107,936 87		154,652 33	262,589 20
14	Hamilton and Dundas	23,289 35			23,289 35
15	Hamilton, Grimsby and Beamsville	20,267 86			20,267 86
16	Hamilton Radial	49,588 41			49,588 41
17	Hamilton Street	254,455 13			254,455 13
18	Hull	32,717 37		34,719 81	67,437 18
19	International Transit Co.	41,195 06		19,479 76	60,674 82
20	Kingston, Portsmouth and Cataraqui	5,778 32			5,778 32
21	Lethbridge Municipal		294 24		-294 24
22	Levis County	14,203 03		206 85	14,409 88
23	London Street	104,671 05		61 91	104,735 96
24	London and Lake Erie	42,898 91		1 34	42,900 25
25	Moose Jaw	14,242 93			14,242 93
26	Moneton Tramway		1,073 90		-1,073 90
27	Montreal Park and Island				
28	Montreal Tramways	2,721,562 80			2,721,562 80
29	Montreal Terminal				
30	Montreal and Southern Counties	16,996 66		130 02	17,126 68
31	Nelson, B.C.		506 28		-506 28
32	Niagara Falls, Park and River	67,318 78		6,950 15	74,268 93
33	Niagara, St. Catharines and Toronto	148,454 94			148,454 94
33a	Niagara, Welland and Lake Erie	7,248 63			7,248 63
34	Nipissing Central	29,356 43		839 01	30,195 44
35	Oshawa	22,543 98		369 36	22,913 34
36	Ottawa	398,980 03			398,980 03
37	Peterborough Radial	14,148 18			14,148 18
38	Pictou County	24,773 25		34,415 14	59,188 39
39	Port Arthur and Fort William	93,067 79		3,236 49	96,304 28
40	Quebec Ry., Light and Power (Citadel)	141,599 13			141,599 13
41	Quebec Ry., Light and Power (Montmorency)	59,366 80			59,366 80
41a	Regina Municipal	19,580 33			19,580 33
42	Sandwich, Windsor and Amherstburg	97,986 68		66,811 43	164,798 11
43	Sarnia	13,652 85			13,652 85
44	Sherbrooke	10,967 11		78,486 77	89,453 88
45	St. John, N.B.	43,145 31		96,030 28	139,175 59
46	St. Stephen, N.B.	8,431 51			8,431 51
47	St. Thomas, Ont.		7,909 53		-7,909 53
48	Suburban Transit Co. (Winnipeg)		20,404 36	21,162 98	758 62
49	Toronto Street	2,758,079 35			2,758,079 35
50	Toronto Suburban	51,210 85		1,466 95	52,677 80
51	Toronto and York	213,703 83			213,703 83
52	Windsor, Essex and Lake Shore	64,904 87			64,904 87
53	Winnipeg	1,119,009 12		678,087 04	1,797,096 16
54	Winnipeg, Selkirk and Lake Winnipeg	55,920 11			55,920 11
55	Yarmouth	1,685 53			1,685 53
	Total	10,482,664 63	31,926 10	1,318,909 35	11,769,647 88

<sup>a</sup> Figures taken from Co.'s Report to Shareholders. <sup>1</sup> Figures taken from last year's report.



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for the Year ending June 30, 1913.

6		7		8		9		10		11		12		No.
DEDUCTIONS FROM INCOME.												NET.		
Taxes.		Interest on Funded Debt.		Interest on Floating Debt.		Other Deductions from Income.		Total Deductions.		Income.		Loss.		
\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
120 00		170 00		502 36		235 90		1,428 26		821 80				1
857 66		5,536 89		407 31		5,680 30		12,482 16		2,026 81				2
2,880 17		39,600 00		27,412 12				69,892 29					26,266 77	3
		83,904 43						83,904 43		940,439 83				4
										118,029 44				5
													1,737 79	5a
6,931 06		46,631 11				49,700 00		103,262 17		112,714 06				6
2,325 59		34,672 00		2,168 00				39,165 59		20,386 22				7
		140,623 43						140,623 43		8,123 27				8
3,477 26		17,825 57		104 40				21,407 23		65,749 68			61,777 34	9
9,634 64		6,729 28						16,363 92		11,185 68				10
1,622 87								1,622 87		7,939 19				12
13,095 89		30,000 00						43,095 89		219,493 31				13
1,055 27		5,000 00						6,055 27		17,234 08				14
3,350 43		7,500 00		1,290 57				12,141 00		8,126 86				15
4,391 67		8,000 00		38,217 23				50,608 90					1,020 49	16
61,209 82		22,500 00		3,299 84				87,009 66		167,445 47				17
936 60						40,000 00		40,936 60		26,500 58				18
617 57		13,000 00		6,242 61				19,860 18		40,814 64				19
		5,415 00						5,415 00		363 32				20
		14,782 50						14,782 50					15,076 74	21
630 19		7,555 00		5,095 47				13,280 66		1,129 22				22
4,829 12		28,861 60		55 80		515 32		34,261 84		70,474 12				23
1,277 21		35,000 00				5,562 77		41,859 98		1,060 27				24
										14,242 93				25
													1,073 90	26
73,000 00		800,000 00		721,151 76		489,079 88		2,083,231 64		638,331 16				28
1,595 66								1,595 66		15,531 02				29
		1,754 68		141 26		2 00		1,897 94					2,404 22	30
4,154 57		30,000 00						34,154 57		40,114 36				31
7,996 51		54,900 00		25,416 10				88,312 61		60,142 33				32
		2,275 00		889 00				3,164 00		4,084 63				33a
										30,195 44				34
718 30		3,650 00						4,368 30		18,545 04				35
23,939 79		10,000 00		6,342 00				40,281 79		358,698 24				36
232 05		8,350 00						8,582 05		5,566 13				37
911 11		15,000 00						16,545 18		18,643 21				38
						24,634 07		24,634 07		5,643 21				39
						12,351 25		12,351 25		83,953 03				40
						256 00		256 00		141,343 13				41
										59,366 80				41a
						52,877 69		52,877 69					33,297 36	42
4,214 54		31,500 00						35,714 54		129,083 57				43
157 30		4,062 00						4,549 30		9,103 55				44
		46,273 64				42,305 36		88,579 00		874 88				45
1,613 78		50,000 00						51,613 78		87,561 81				46
673 38		5,000 00						5,673 38		2,758 13				47
													7,909 53	48
1,981 99		25,000 00						26,981 99					26,223 37	49
1,022,431 87		174,957 05				7,000 00		1,204,388 92		1,533,690 43				50
1,390 24		6,300 00		304 43		11,457 11		19,451 78		33,226 02				51
5,889 74		81,999 99		51,287 88				142,177 61		71,526 22				52
1,871 31		37,500 00		17,696 19				57,067 50		7,837 37				53
191,184 46		250,000 00						441,184 46		1,355,911 70				54
3,734 28		20,000 00						23,734 28		32,185 83				55
		635 00				2,095 71		2,730 71					1,045 18	
1,467,263 90		2,212,464 17		911,424 33		743,753 36		5,334,905 76		6,612,574 81			177,832 69	

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TABLE 3.—SUMMARY of Income Account

		DEDUCTIONS, FROM NET INCOME.			
No.	Name of Railway.	Reserves and Special Charges.	Dividends.	Total Deductions.	
		\$    cts.	\$    cts.	\$    cts.	
3	Brantford and Hamilton.....				
5	Calgary Municipal.....	53,086 62		53,086 62	
6	Cape Breton.....	9,980 00	81,540 00	91,520 00	
13	Halifax Tramway.....	19,374 09	112,099 00	131,374 00	
14	Hamilton and Dundas.....		7,000 00	7,000 00	
15	Hamilton, Grimsby and Beamsville.....		16,450 00	16,450 00	
17	Hamilton Street.....		63,980 09	63,980 09	
18	Hull.....				
19	International Transit Co.....	20,000 00	20,500 00	40,500 00	
23	London Street.....		33,240 00	33,240 00	
24	London and Lake Erie.....				
25	Moose Jaw.....		7,788 67	7,788 67	
28	Montreal Street.....	287,384 37	156,382 00	443,766 37	
33	Niagara, St. Catharines and Toronto.....				
35	Onawa.....				
36	Ottawa.....	69,000 00	276,438 47	345,438 47	
37	Peterborough Radial.....				
42	Sandwich, Windsor and Amherstburgh.....				
43	Sarnia.....		5,400 00	5,400 00	
44	Sherbrooke.....				
46	St. Stephen.....		2,000 00	2,000 00	
49	Toronto Street.....	73,500 00	879,951 00	953,451 00	
50	Toronto Suburban.....				
51	Toronto and York Radial.....				
52	Windsor, Essex and Lake Shore.....				
53	Winnipeg.....		963,395 30	963,395 30	
54	Winnipeg, Selkirk and Lake Winnipeg.....	22,000 00		22,000 00	
	Balance from Railways not distributed.....				
	Total.....	554,324 99	2,626,065 44	3,180,390 43	

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for the Year ending June 30, 1913—*Concluded.*

5		6		7		8		9		10		No.
PROFIT AND LOSS ADJUSTMENTS DURING THE YEAR.						ON JUNE 30, 1913.						
Surplus for Year.		Deficit for Year.		Credit.		Debit.		Surplus.		Deficit.		
\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
		26,266	77							26,266	77	3
64,942	82							64,942	82			5
21,194	06					34,000	00			12,805	94	6
88,119	31							88,119	31			13
10,234	08					5,467	39	4,766	69			14
		8,323	14							8,323	14	15
103,465	47					10,260	00	93,205	47			17
26,500	58					130,140	43			103,639	85	18
314	64			35	38	347	41	2	61			19
37,234	12			21	51	1,221	10	36,034	53			23
1,060	27					28,233	81			27,173	54	24
6,454	26							6,454	26			25
194,564	79							194,564	79			28
60,142	33					1,000	00	59,142	33			33
18,545	04			600	00	7,965	77	11,179	27			35
13,259	77							13,259	77			36
5,566	13					1,658	11	3,908	02			37
129,083	57					60,144	61	68,938	96			42
3,703	55							3,703	55			43
874	88							874	88			44
758	13							758	13			46
600,239	43							600,239	43			49
33,226	02					1,707	71	31,518	31			50
71,526	22					15,000	00	56,526	22			51
7,837	37			991	81	111	45	8,717	73			52
392,516	40							392,516	40			53
10,185	83							10,185	83			54
1,538,958	45	151,565	92					1,538,958	45	151,565	92	
3,440,507	52	186,155	83	1,648	70	297,257	79	3,288,517	76	329,775	16	

TABLE 4.—SUMMARY of Gross Earnings from

No.	Name of Railway.	CAR EARNINGS.				
		Passenger.	Freight.	Mail and Express.	Other Car Earnings.	Total Car Earnings.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Berlin & Waterloo	42,755 61		1,339 12	291 50	44,386 23
2	Berlin & Northern	8,617 10		98 25		8,715 35
3	Brantford & Hamilton	115,241 05	19,586 32	2,305 49	1,950 40	139,083 26
4	British Columbia	3,645,520 03	519,813 13		5,101 30	4,170,434 46
5	Calgary	692,430 94	300 00		1,821 55	694,552 49
6	Canadian Resources Development	1,336 05	300 00			1,636 05
7	Cape Breton	209,344 94		9,412 14	747 00	219,504 08
8	Chatham, Wallaceburg & Lake Erie	62,818 17	66,353 02	1,950 97	516 06	131,638 22
9	Cornwall	20,074 62	11,723 61	616 40		32,414 63
10	Edmonton Radial	561,493 94	8,559 89		5,092 68	575,146 51
11	Galt, Preston & Hespeler, now Berlin, Waterloo, Wellesley & Lake Huron Railway	93,555 01	109,239 69	8,780 30	2	211,575 02
12	Grand Valley	101,022 09	4,666 13			105,688 22
13	Guelph Radial	35,595 09	1,521 04			37,116 13
14	Halifax	270,005 41				270,005 41
15	Hamilton & Dundas	61,438 76	185 47	148 00	290 00	62,062 23
16	Hamilton, Grimsby & Beamsville	87,594 17	33,356 84	8,577 25	2,153 65	131,681 91
17	Hamilton Street	597,913 09			488 55	598,401 64
18	Hamilton Radial	171,967 94	12,140 11	578 00	853 55	185,539 60
19	Hull	126,578 17	17,846 57	2,928 94		147,353 68
20	International Transit	85,634 57				85,634 57
21	Kingston, Portsmouth & Cataraqui	37,092 97				37,092 97
22	Lethbridge Municipal	49,079 79			297 48	49,377 27
23	Levis County	72,009 91	5,032 88	690 00	450 00	78,182 79
24	London	316,978 65		1,714 97	507 25	319,200 87
25	London & Lake Erie	104,972 63	14,126 81	4,365 19		123,464 63
26	Moncton Tramway	16,762 99				16,762 99
27	Montreal Tramways Co.					
28	Montreal & Southern Counties	124,275 48		2,607 05	3,638 75	130,521 28
29	Moose Jaw	96,720 05			78 80	96,798 85
30	Nelson, B.C.*	12,455 30				12,455 30
31	Niagara Falls, Park & River	137,443 19	5,951 05	662 28	876 88	144,933 40
32	Niagara Falls, St. Catharines & Toronto	289,031 30	159,943 56	2,062 64	14,678 97	465,716 47
33	Niagara, Welland & Lake Erie	17,301 14				17,301 14
34	Nipissing Central	71,728 16			667 62	72,395 78
35	Oshawa	13,889 93	85,070 20	5,400 29	41 70	104,402 12
36	Ottawa	969,773 46			5,377 10	975,150 56
37	Peterborough Radial	46,094 59				46,094 59
38	Pictou County*	54,321 80	1,931 45			56,253 25
39	Port Arthur & Fort William	242,401 56	4,124 00	350 00	5,482 57	252,358 13
40	Quebec Ry., Lt. & Power Co. (Citadel)	413,701 47	1,440 00	143 29	8,354 42	423,639 18
41	" " (Montmorency)	183,276 01		4,839 82	17,084 27	205,200 10
42	Regina Municipal	136,213 31		550 00	269 60	137,032 91
43	Sandwich, Windsor & Amherstburg	229,825 66	7,802 35	825 00	460 53	238,913 54
44	Sarnia	36,276 80	3,443 98	2,137 50	2,848 05	44,706 33
45	Sherbrooke	45,657 94		285 31	201 80	46,145 05
46	St. John, N.B.†	190,662 01				190,662 01
47	St. Stephen, N.B.	34,115 90				34,115 90
48	St. Thomas, Ont.	19,103 79			5 04	19,108 83
49	Suburban Transit Co. (Winnipeg)	38,493 76	2,896 35	630 00		42,020 11
50	Toronto	5,692,425 30				5,692,425 30
51	Toronto Suburban	84,932 10				84,932 10
52	Toronto & York	443,015 03	73,437 48	3,502 97		519,955 48
53	Windsor, Essex & Lake Shore	117,712 67	25,511 24	2,907 14	1,164 17	147,295 22
54	Winnipeg	2,365,378 82		420 00	4,001 37	2,369,800 19
55	Winnipeg, Selkirk & Lake Winnipeg	93,131 10	15,567 88	1,475 18		110,174 16
56	Yarmouth*	7,208 94		212 50		7,421 44
	Total	19,794,400 26	1,211,871 05	72,515 99	85,792 63	21,164,579 93

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Operation for the Year ending June 30, 1913.

7	8	9	10	11	12	13	14	
MISCELLANEOUS EARNINGS.							Gross Earnings.	
Advertising.	Rent of Lands or Buildings.	Rent of Tracks.	Rent of Equipment.	Sale of Power.	Other Miscellaneous Earnings.	Total Miscellaneous Earnings.	Total.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
561 63				3,600 00		4,161 63	48,547 86	1
37 00	93 10				96 83	226 93	8,942 28	2
	5,981 00		1,530 75			7,511 75	146,595 01	3
9,447 11						9,447 11	4,179,881 57	4
9,316 50					184 30	9,500 80	704,053 29	5
759 96						759 96	1,636 05	6
225 00	430 71		995 80	20 00	5,640 40	7,311 91	220,264 04	7
360 00				333 44	3,389 91	4,083 35	138,950 13	8
5,523 67	18 00	432 72			42 05	6,016 44	36,497 98	9
							581,162 95	10
	418 85	600 00		56 15	9 53	1,084 53	212,659 55	11
991 25					866 73	1,857 98	107,546 20	12
400 55	227 04			138 00	519 87	1,285 46	38,401 59	13
1,533 21	906 96					2,440 17	272,445 58	14
100 00	240 50	2,795 68	945 59			4,081 77	66,144 00	15
350 00	1,350 00		6,315 42			8,015 42	139,697 33	16
600 00	1,977 00		2,636 37			5,213 37	603,615 01	17
300 00	978 00		8,918 38			10,196 38	195,735 98	18
900 00	132 80					1,032 80	148,386 48	19
1,126 13						1,126 13	86,760 70	20
330 00	1,155 40					1,485 40	38,578 37	21
1,556 75						1,556 75	50,934 02	22
							78,182 79	23
2,576 39	178 00				227 15	2,981 54	322,182 41	24
588 34					437 14	1,025 48	124,490 11	25
150 00						150 00	16,912 99	26
							(a)6,754,227 37	27
463 78					94 20	557 98	131,079 26	28
1,524 30				2,243 00	3,087 93	6,855 23	103,654 08	29
119 20						119 20	12,574 50	30
1,285 60	225 20		49	1,102 02	10 85	2,624 16	147,537 56	31
	734 44		172 92		8,736 99	9,644 35	475,360 82	32
543 84					176 98	720 82	73,116 60	33
150 00	1,063 80			66 19	2,407 00	3,686 99	108,089 11	34
2,475 00	1,082 60			1,254 80		4,812 40	979,962 06	35
481 99					130 78	612 77	46,707 36	36
							56,253 25	37
933 50				1,500 00	404 51	2,838 01	255,196 14	38
184 91						184 91	17,486 05	39
2,018 75						2,018 75	425,657 93	40
	1,921 08				4,785 00	6,706 08	211,906 18	41
3,421 31	25 00		532 91		900 05	4,879 27	141,912 18	42
600 00	105 00			10,950 00	280 00	11,935 00	250,848 54	43
400 00					2,888 94	3,288 94	47,995 27	44
666 00					1,348 41	2,014 41	48,159 46	45
750 00						750 00	191,412 01	46
150 00				444 25	1,301 75	1,896 00	36,011 90	47
337 50		1,400 00	36 00		246 74	2,020 24	21,129 07	48
							42,020 11	49
13,200 00					67,228 75	80,428 75	5,772,854 05	50
	239 17		72 85	16,712 52	1,657 03	18,081 57	103,613 67	51
1,049 89	1,042 75	96 00	417 00		8,917 70	11,523 34	531,478 82	52
400 00	82 70				118 17	600 87	147,896 09	53
7,125 00						7,125 00	2,376,925 19	54
					4,738 16	4,738 16	114,912 32	55
225 00				2,331 02	10,931 33	13,487 35	20,908 79	56
76,239 06	20,609 10	5,324 40	22,574 48	40,751 39	131,805 18	297,303 61	28,216,110 91	

\*1912 †1911 (a) undistributed.

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TABLE 5.—SUMMARY of Operating Expenses

No.	Name of Railway.	MAINTENANCE—WAY AND STRUCTURES.			
		Mainten- ance of Track and Roadway.	Mainten- ance of Electric Line.	Mainten- ance of Buildings and Fixtures.	Total Way and Structures.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Berlin & Waterloo.....	2,030 86		286 39	2,377 25
2	Berlin & Northern.....		604 73	177 43	782 16
3	Brantford & Hamilton.....	14,104 29	2,451 42	145 86	16,701 48
4	British Columbia.....	149,293 23	75,981 88	7,816 16	233,091 27
5	Calgary.....	21,396 33	2,948 21	1,320 55	25,665 09
6	Canadian Resources Development.....	349 25	5 00	9 45	363 70
7	Cape Breton.....	12,023 97	3,436 17	644 04	16,101 18
8	Chatham, Wallaceburg & Lake Erie.....	6,919 68	2,838 60	310 53	10,068 81
9	Cornwall.....	2,293 92	283 55		2,577 47
10	Edmonton Radial.....	17,979 25	6,097 03	374 75	24,451 03
11	Galt, Preston & Hespeler, now Berlin, Waterloo, Wellesley Lake Huron.....	17,885 50	1,981 10	1,251 09	21,117 69
12	Grand Valley.....	1,520 81	460 29	1,152 77	3,133 87
13	Guelph Radial.....	1,710 39	102 75		1,813 14
14	Halifax.....	16,341 40	1,437 56	2,504 64	20,283 60
15	Hamilton & Dundas.....	5,557 50	1,216 17	118 60	6,892 27
16	Hamilton, Grimsby & Beamsville.....	10,878 67	2,213 76	411 75	13,504 18
17	Hamilton Radial.....	11,526 36	2,038 22	121 50	13,686 18
18	Hamilton Street.....	5,038 89	4,259 20	496 48	9,794 57
19	Hull.....	10,298 64	3,325 35	287 77	13,911 76
20	International Transit.....	1,434 93	369 44	452 70	2,257 07
21	Kingston, Portsmouth & Cataract.....	3,619 76	594 94	134 70	4,349 40
22	Leithbridge Municipal.....	475 73	359 81	515 88	1,351 42
23	Lewis County.....	2,965 85	1,647 97	145 57	4,759 39
24	London.....	23,421 40	2,907 10	748 50	27,077 00
25	London & Lake Erie.....	9,971 43	1,684 21	307 65	11,963 29
26	Moncton Tramway.....	1,289 15	177 33	62 64	1,529 12
27	Montreal Tramway Co.....				
28	Montreal & Southern Counties.....	6,003 80	1,361 33	21 32	7,386 45
29	Moose Jaw.....	1,609 33	1,077 61	166 46	2,853 40
30	Nelson.....	1,551 21	229 41	7 10	1,787 72
31	Niagara Falls, Park & River.....	19,274 91	1,359 58	856 41	21,490 90
32	Niagara, St. Catharines & Toronto.....	38,098 15	5,428 05	17,497 36	61,023 56
33	Niagara, Welland & Lake Erie.....				
34	Nipissing Central.....	3,608 35	971 16	275 46	4,854 97
35	Oshawa.....	13,236 28	1,160 26	968 07	15,364 61
36	Ottawa.....	28,065 83	20,987 21	3,711 76	52,764 80
37	Peterborough Radial.....	1,585 71	143 00	70	1,729 41
38	Pictou County*.....	3,789 40	200 11		3,989 51
39	Port Arthur & Fort William.....	9,758 93	3,282 88	972 73	14,014 54
40	Quebec Ry. Lt. & Power Co. (Citadel).....	14,081 37	3,626 66	1,513 66	19,221 69
41	" " (Montmorency).....	17,577 49	3,710 79	2,358 87	23,647 15
42	Regina Municipal.....	1,545 22	3,705 07	5,397 14	10,647 43
43	Sandwich, Windsor & Amherstburg.....	21,678 89	5,495 36	3,779 34	30,953 59
44	Sarnia.....	2,161 60	291 64		2,453 24
45	Sherbrooke.....	2,404 63	1,014 05	851 79	4,270 50
46	St. John, N.B.....	11,728 21	2,020 67	537 55	14,286 43
47	St. Stephen, N.B.....	2,865 17	1,478 21	222 18	4,565 56
48	St. Thomas, Ont.....	625 92	58 95		684 87
49	Suburban Transit (Winnipeg).....	8,950 77	292 56	144 88	9,388 21
50	Toronto.....	87,850 49	29,190 64	32,690 68	149,731 81
51	Toronto Suburban.....	6,733 15	979 69	291 00	8,003 84
52	Toronto & York.....	28,836 69	5,215 52	3,070 05	37,122 26
53	Windsor, Essex & Lake Shore.....	11,412 68	1,539 58	272 72	13,224 98
54	Winnipeg.....	34,697 51	10,673 52	1,655 13	47,026 16
55	Winnipeg, Selkirk & Lake Wipipeg.....	12,277 50	776 86	15 40	13,069 76
56	Yarmouth*.....		513 26	735 87	1,249 13
	Total.....	742,396 29	226,205 55	97,811 03	1,066,412 87

\*1912.

†1911.

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for the Year ending June 30, 1913.

6	7	8	9	10	11	13
MAINTENANCE—EQUIPMENT.						
Maintenance of Plant.	Maintenance of Electric Plant.	Maintenance of Cars.	Maintenance of Electric Equipment of Cars.	Maintenance of Miscellaneous Equipment.	Miscellaneous Shop Expenses.	Total Equipment.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
	2,007 59	128 13	2,135 73	671 12		4,942 57
	855 72	5,677 14	4,471 41		9,215 58	20,219 85
	24,505 09	175,039 63	107,776 39	439 80	11,467 43	319,269 16
		45,771 96	15,236 20	226 05	4,215 20	65,449 41
		193 03		85 63		278 69
	2,078 61	7,545 27	4,480 99	456 42	784 82	15,346 11
152 23		3,352 99	2,469 84		502 83	6,477 89
61 87		2,676 85	1,196 10	90 15		4,024 97
		24,722 52	24,485 19	453 82	2,851 17	54,512 70
519 61	896 30	639 25	4,032 02	980 89		7,059 07
			4,457 47			4,457 47
		248 07	6,435 41			6,683 48
2,441 17	583 77	10,541 50	7,676 63	937 56	1,078 00	23,258 63
		402 88	435 55	2,208 38		3,046 81
	499 54	14,941 58	7,236 19	2,045 90		24,723 21
		7,048 03	5,043 79	6,673 46		18,765 28
		23,551 84	25,397 03	19,197 94		68,146 81
			21,071 64			21,071 64
296 44		3,414 47	1,041 07	56 22	694 92	5,503 12
	90 42		4,031 68		598 35	4,720 45
		3,659 80	1,503 47	69 15	48 79	5,281 21
	178 39	3,731 00	3,313 34	511 61	703 16	8,440 50
2,240 89	726 70	9,689 83	10,486 70	510 79	3,257 47	26,912 38
200 83	852 28	7,275 73	1,724 53	477 74	314 13	10,845 24
		1,743 52	1,849 23	92 81		3,685 56
	6 10	3,469 02	2,931 25	703 13		7,109 50
5,913 04	1,259 45	3,180 35	1,047 02	747 59	38 90	6,273 31
	51 12	1,381 31	389 68	71 95	84 55	1,981 61
	504 79	3,898 98	581 88	20 39		5,006 04
	2,035 35	16,983 82	20,986 41	44 44	1,895 00	41,945 02
	15 70	2,130 48	764 32	25 63	287 44	3,223 67
	265 87	2,296 15	2,281 25	1,558 65		6,401 92
	11,626 96	35,261 73	25,042 32		3,096 16	75,027 17
	228 51	2,720 20	1,589 25	20 74		4,539 38
374 97		149 90	1,085 55	662 85		2,273 27
		17,003 02	7,094 61		1,615 15	25,712 78
		18,440 59	16,351 95	438 51	330 11	35,564 16
74 49	132 54	7,698 59	10,319 77	74 48	828 05	19,127 92
		4,749 95	8,411 30	318 17	414 19	13,893 61
	861 97	7,789 18	7,233 79	11 09		15,896 03
			3,583 69		1,788 50	5,372 19
		3,019 38	889 14	1,292 99		5,192 51
867 42	55 33	9,552 06	8,620 35	464 25	323 09	19,882 44
424 97	165 21	583 99	1,186 88		176 58	2,537 63
	98 51		2,911 94			3,010 45
						49
36,341 43	9,384 95	204,290 49	146,417 39	37,344 17	15,876 13	449,654 47
		2,826 82	1,689 32	1,784 24		6,300 38
745 07	1,048 67	22,361 66	26,451 21	11,990 29	145 59	62,742 49
	889 62	8,340 86	6,160 16	421 52		15,812 16
		66,790 80	42,155 85	12,425 87	5,967 49	127,340 01
		3,231 60				3,321 60
1,084 70		316 39		46 33		1,447 42
45,826 09.	61,907 97	802,114 90	614,166 79	106,696 72	68,598 88	1,699,641 35

4 GEORGE V., A. 1914

TABLE 5.—SUMMARY of Operating Expenses

13	14	15	16	17
Name of Railway.	TRANSPORTATION—OPERATION.			
	Power Plant Wages.	Fuel for Power.	Water for Power.	Lubricants and Waste for Power Plant.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1 Berlin & Waterloo.....				
2 Berlin & Northern.....				
3 Brantford & Hamilton.....	3,498 08			
4 British Columbia.....	44,614 72	7,565 49	10,579 70	7 48
5 Calgary.....				
6 Canadian Resources Development.....				
7 Cape Breton.....				
8 Chatham, Wallaceburg & Lake Erie.....	8 59			
9 Cornwall.....	1,097 92	718 98		
10 Edmonton Radial.....				
11 Galt, Preston & Hespeler, now Berlin, Waterloo, Wellesley & Lake Huron Railway.....	2,390 15	1,267 11		261 25
12 Grand Valley.....	3,177 76	10,807 57		562 33
13 Guelph Radial.....		339 53		
14 Halifax.....	3,708 46	12,852 17	541 47	553 14
15 Hamilton & Dundas.....				
16 Hamilton, Grimsby & Beamsville.....	3,243 00			
17 Hamilton Radial.....				
18 Hamilton Street.....				
19 Hull.....				
20 International Transit.....	820 92			
21 Kingston, Portsmouth & Cataraqui.....				
22 Lethbridge Municipal.....				
23 Levis County.....	886 61			34 56
24 London.....	8,931 87	33,645 80	100 00	692 84
25 London & Lake Erie.....	4,488 02	6,140 54		166 87
26 Moncton Tramways.....				
27 Montreal Tramways Co.....				
28 Montreal & Southern Counties.....	3,939 54	13,128 12	85 30	850 88
29 Moosejaw.....	4,861 16	12,768 74	175 75	277 32
30 Nelson.....	972 85			14 20
31 Niagara Falls, Park & River.....	4,929 62			34 37
32 Niagara, St. Catharines & Toronto.....	5,996 13			
33 Niagara, Welland & Lake Erie.....				
34 Nipissing Central.....	1,832 00			
35 Oshawa.....	3,691 11	2,726 75		
36 Ottawa.....	25,863 03		1,580 39	
37 Peterborough Radial.....				
38 Pietou County.....	2,924 58	4,332 69	80 00	237 03
39 Port Arthur & Fort William.....				
40 Quebec Ry., Lt. & Power Co. (Citadel).....				
41 " " (Montmorency).....	1,146 75			
42 Regina Municipal.....				
43 Sandwich, Windsor & Amherstburg.....	6,193 37	3,211 28		
44 Sarnia.....				
45 Sherbrooke.....				
46 St. John, N.B.....	3,921 81	15,849 86	1,200 00	
47 St. Stephen, N.B.....	1,062 30	3,196 47	91 38	275 03
48 St. Thomas, Ont.....				
49 Suburban Transit (Winnipeg).....	2,197 45			
50 Toronto.....	61,053 08			
51 Toronto Suburban.....				
52 Toronto & York.....	18,746 41	19,918 53		2,210 25
53 Windsor, Essex & Lake Shore.....	3,702 47	8,942 27		
54 Winnipeg.....				
55 Winnipeg, Selkirk & Lake Winnipeg.....	4,506 13			
56 Yarmouth.....	1,098 50	3,540 50	772 50	130 14
Total.....	235,504 39	160,952 40	15,206 49	6,307 69



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for the Year ending June 30, 1913—Continued.

18		19		20		21		22		23		24		25	
POWER PLANT.				OPERATION OF CARS.											
Miscellaneous Supplies and Expenses of Power Plant.		Hired Power.	Total Operation of Power Plant.	Superintendence of Transportation.	Wages of Conductors	Wages of Motormen.	Wages of Miscellaneous Car Service Employees.	Wages of Car House Employees.							
\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.							
		8,136 00	8,136 00	1,200 00	5,228 73	5,228 73		1,041 32							
		1,861 91	1,861 91		863 97	863 97	197 84								
		12,828 76	16,326 84	1,523 69	4,522 72	4,522 72	3,441 78	2,400 33							
16,199 27		542,844 60	621,811 26	93,637 72	488,285 32	488,285 32	81,976 48	99,714 97							
		138,497 00	138,497 00	6,669 85	101,161 25	101,161 20	693 48								
		1,375 00	1,375 00		637 38	637 37									
		24,611 56	24,611 56	2,363 41	16,114 55	16,114 54	1,838 60	2,800 21							
9 99		14,305 01	14,323 59	1,249 91	6,422 32	6,037 23	4,980 02	1,429 33							
			1,816 90		5,514 77	5,514 76									
193 07		190,658 95	190,852 02	18,872 17	77,104 98	77,104 98	1,737 00								
		21,119 44	25,037 95	2,280 00	9,361 75	9,358 40	5,707 00	5,518 05							
		9,715 37	24,263 03	2,530 00	11,691 91	11,691 91	6,539 08								
		5,499 09	5,838 62		5,079 43	5,079 43	420 53								
1,591 10			19,246 34	1,750 00	33,436 16	33,436 15	6,187 99	2,900 79							
		5,008 93	5,008 93	690 42	4,386 54	4,386 54	66 96	148 72							
		11,750 47	14,993 47	1,550 01	6,312 45	6,312 45	9,048 08	686 09							
		19,898 78	19,898 78	3,214 29	13,628 96	13,628 96	3,191 83	1,545 24							
		57,931 58	57,931 58	11,103 06	51,871 24	51,871 23		5,391 24							
		13,140 42	13,140 42		20,457 13	20,457 12									
9,703 14			10,524 06		7,786 71	7,587 52	1,465 00	1,617 96							
3,883 82			3,883 82		3,937 25	3,893 43		3,223 13							
		14,023 26	14,023 26	350 00	10,524 70	10,731 05	1,077 00								
		10,415 03	11,336 20		8,895 90	9,026 63	1,278 96	1,704 16							
797 57			44,168 08	3,693 85	38,797 53	39,509 16	1,430 00	2,513 78							
283 63		6,063 50	17,142 56	1,515 32	6,758 20	6,758 19	1,147 13	992 00							
		4,878 00	4,878 00	130 00	2,786 07	2,786 06									
1,787 02		7,875 26	27,666 12	3,442 87	8,085 12	8,085 12	1,729 95								
790 34			18,873 31	30 00	17,963 21	17,963 20		3,487 15							
68 02			1,055 07		2,708 32	2,215 90		653 40							
563 91			5,527 90	3,647 29	8,672 65	9,086 94	502 21	2,040 80							
1,654 53		23,175 86	30,826 52	6,793 34	21,124 46	21,124 46	49,695 99	4,116 80							
2 49		11,397 38	13,231 87	780 14	5,905 32	5,905 31	87 09	2,916 48							
2,262 69		4,150 12	12,830 67	1,669 64	4,623 53	4,623 53		900 00							
2,749 47		13,339 99	43,532 88		127,786 67	127,786 67	39,722 16	14,959 08							
25 00		1,680 00	1,705 00	848 89	7,005 38	6,740 56	1,469 48								
55 00			7,629 30		3,359 83	3,359 93	736 66	3,329 15							
		37,137 87	37,137 87	3,376 76	25,829 84	26,445 87	2,092 04								
		22,025 29	22,025 29	11,638 55	53,417 26	53,417 26	1,095 05	16,218 95							
		20,000 03	21,146 78	4,145 44	15,270 80	11,811 52	17,366 36	594 00							
		28,954 80	28,954 80	2,365 38	20,261 66	20,438 48	965 13	5,730 36							
790 74		23,333 68	33,529 07	1,200 00	24,647 30	24,647 29									
		5,564 63	5,564 63	221 00	4,322 63	4,322 62									
		6,000 00	6,000 00	845 03	7,756 51	7,792 07									
652 27			21,623 94	3,210 00	28,064 65	28,064 66		9,036 08							
156 38		3,125 00	7,906 56		3,035 45	3,081 49		2,397 96							
		5,165 97	5,165 97		7,048 77	7,048 76		3,249 39							
638 42		20,648 59	23,484 46		12,384 10	11,427 70									
		461,268 82	522,321 90	97,573 13	617,419 32	576,080 64	299,389 33								
		4,000 00	4,000 00	660 00	7,226 81	7,680 15		5,097 93							
659 64		14,330 05	55,864 88	8,756 42	26,239 86	26,239 86	32,323 10								
946 92			13,591 66	520 40	4,969 40	4,969 39	13,370 42								
		220,616 24	220,616 24	32,178 10	331,884 05	333,785 60	7,041 10	42,656 98							
487 50		10,653 08	15,646 71		4,244 90	4,474 85	3,390 55								
31 46			5,573 10		1,515 14	1,515 14		98 80							
46,983 39	2,059,005 32	2,523,959 68		338,226 08	2,344,340 86	2,302,120 02	603,401 38	251,110 63							

4 GEORGE V., A. 1914

TABLE 5.—SUMMARY of Operating Expenses

Name of Railway.	27	28	29	30
	TRANSPORTATION—OPERATION			
	Car Service Supplies.	Miscellaneous Car Service Expenses.	Hired Equipment.	Cleaning and Sanding Track.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1 Berlin & Waterloo.....		1,367 72		
2 Berlin & Northern.....	9 97		322 49	
3 Brantford & Hamilton.....	1,499 53	1,714 18	1,483 32	
4 British Columbia.....	9,359 45	114,928 95	17,670 35	14,004 93
5 Calgary.....	14,627 16	2,593 69		8,671 46
6 Canadian Resources Development.....	16 75	60 20		
7 Cape Breton.....	2,762 51			232 14
8 Catham, Wallaceburg & Lake Erie.....		10,268 65	7,746 88	
9 Cornwall.....		701 49		763 39
10 Edmonton Radial.....		25,958 24		228 15
11 Galt, Preston & Hespeler, new Berlin, Waterloo, Wellesley & Lake Huron.....		8,508 61		
12 Grand Valley.....				
13 Guelph Radial.....	111 16			
14 Halifax Tramway.....	1,594 52	366 00		1,176 09
15 Hamilton & Dundas.....	639 70	585 52	4,311 42	
16 Hamilton, Grimsby & Beamsville.....	1,826 97	1,614 54	5,099 59	
17 Hamilton Radial.....	1,921 47	1,885 49	21,003 52	
18 Hamilton Street.....	10,649 96	5,232 89	3,646 43	
19 Hull.....	1,489 13	900 00		
20 International Transit Co.....	733 73	266 18		
21 Kingston, Portsmouth & Cataract.....				
22 Lethbridge Municipal.....	971 64	447 91		2,150 85
23 Lewis County.....	774 46	2,550 18		384 17
24 London.....	2,085 99	2,539 79		662 30
25 London & Lake Erie.....	141 35	564 98		
26 Moncton Tramway.....	177 19			
27 Montreal Tramway Co.....				
28 Montreal & Southern Counties.....		8,335 38		
29 Moosejaw.....		2,393 64		
30 Nelson.....	42 70	50 00		46 80
31 Niagara Falls, Park & River.....		2,235 36		474 90
32 Niagara, St. Catharines & Toronto.....		14,011 35	36,730 42	413 91
33 Niagara, Welland & Lake Erie.....				
34 Nipissing Central.....		1,993 50		6 08
35 Oshawa.....	2,146 80	15,328 47	12,184 67	
36 Ottawa.....				
37 Peterborough Radial.....	589 00	351 34		417 10
38 Picton County.....		102 50		
39 Port Arthur & Fort William.....		15,385 11		
40 Quebec Ry., Lt. & Power Co. (Citadel).....		14,628 63		3,000 00
41 Montmorency.....		7,088 73		
42 Regina Municipal.....	4,903 97	256 44		2,375 94
43 Sandwich, Windsor & Amherstburg.....		6,649 06		
44 Sumner.....				
45 Sherbrooke.....		463 73		
46 St. John, N.B.....		3,599 31		
47 St. Stephen, N.B.....				
48 St. Thomas, Ont.....				
49 Suburban Transit (Winnipeg).....		1,839 32	1,800 00	788 11
50 Toronto.....		4,514 91		6,711 39
51 Toronto Suburban.....	850 12	347 80		
52 Toronto & York.....		1,097 27		6,008 32
53 Windsor, Essex & Lake Shore.....		491 42		
54 Winnipeg.....	31,416 24	5,912 10		16,287 19
55 Winnipeg, Selkirk & Lake Winnipeg.....	991 62		3,332 83	416 15
56 Yarmouth.....				
Total.....	92,254 09	290,553 58	115,331 92	65,219 37

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for the Year ending June 30, 1913—Continued.

31	32	33	34	35	36	37	38		
OF CARS—Continued.			GENERAL.						
Removal of Snow and Ice.	Total Operation of Cars.	Salaries of General Officers.	Salaries Clerks.	Printing Stationery.	Miscellaneous Office Expenses.	Store Expenses.	Stable Expenses.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
152 27	14,218 77		300 00	741 00	494 30			1	
	2,258 24	115 00	904 35		85 00			2	
1,114 06	22,222 33	1,710 00	6,070 86	556 46			5,517 05	3	
22,865 27	1,430,719 76	146,258 08	159,657 17	29,370 31	3,570 43	979 56		4	
1,631 60	237,209 69	6,546 25	2,746 52	1,062 57	1,537 54	569 83	170 68	5	
	1,351 70							6	
2,975 12	45,201 08	6,352 78	4,492 14	1,033 85	670 88	455 35	230 82	7	
26 42	38,160 76	4,066 27	1,312 05	503 71	251 25			8	
	12,494 41		1,281 79	118 75	447 53			9	
794 89	201,800 41		15,725 46	3,042 77	1,082 30		98 86	10	
1,072 80	42,166 61	4,050 35	12,778 95	940 25	1,240 23			11	
4,958 34	37,411 24		5,136 66	471 60	568 32			12	
	10,630 55		1,352 35	292 15		11 21		13	
1,488 76	82,336 46	4,160 00	1,880 00	1,132 00	741 00	181 84	924 56	14	
1,234 33	16,470 15	766 20	2,845 85	206 33			48 00	15	
787 67	33,187 85	1,682 40	6,720 63	939 91			2,039 20	16	
3,391 16	63,410 92	2,282 40	7,403 15	613 29			971 56	17	
4,276 83	144,042 88	6,570 40	16,097 48	1,041 07			3 00	18	
5,639 05	49,002 43	2,915 00	2,867 04	471 32	1,027 62			19	
292 11	19,779 21	1,741 49	1,693 25	137 35		413 76		20	
348 47	11,402 28	2,585 10		368 47	435 76			21	
	26,253 15		1,069 40	372 68	215 52			22	
4,584 51	29,198 97	2,598 06	1,021 59	172 32			614 70	23	
912 99	92,145 39	4,800 00	1,958 31	414 24	550 89	1,694 14	266 53	24	
	17,877 17	3,240 00	6,873 98	1,450 73	618 01			25	
299 19	6,178 51	417 69	280 60	169 83	188 66	73 44	56 42	26	
	29,678 44	4,574 31		933 84	1,236 84	432 53		27	
375 16	42,212 36	2,735 00	4,726 38	1,969 56	1,707 75	953 46	549 06	28	
	5,717 12	1,652 10		151 90				29	
426 66	27,106 81	976 17	566 59	203 77	193 91	169 15	164 44	30	
1,468 94	155,479 67	10,437 15	10,016 89	2,610 74	1,675 42	855 88		31	
	18,981 86	360 00	1,432 90	146 88	146 38			32	
1,387 94	41,476 64	2,675 50	981 00	618 48			777 35	33	
23,282 25	333,556 83	23,333 13	1,268 74	1,268 74	806 14	1,367 41	4,015 48	34	
61 88	17,483 63	1,932 35	1,185 88	103 84	789 71	14 36		35	
720 59	11,603 66	2,100 00	503 62		261 52		389 70	36	
1,279 95	74,412 57	6,493 18		466 73	155 71			37	
21,745 18	175,160 88	8,302 18	4,151 09	724 25	364 72	2,823 99	801 77	38	
3,854 03	60,140 88	2,650 04	6,981 66	2,536 45	856 20			39	
362 15	57,659 51	2,230 94	2,987 82	960 06	517 46	432 50	256 01	40	
	57,143 65	4,000 00	1,500 00	827 17				41	
	8,866 25	1,635 00	1,015 00	257 56	312 46		1,622 93	42	
1,582 66	18,437 94	1,933 43		96 54	153 05			43	
9,103 94	81,077 74	1,393 32	1,289 70		529 00	336 83	564 81	44	
196 35	8,711 25	2,328 50	583 00	3 25	92 55			45	
	17,346 92	1,350 00	460 00		103 15			46	
	28,239 23		790 00			612 57		47	
4,077 62	1,605,766 34	37,141 69	51,960 64	7,032 91	2,891 03	9,300 82	4,636 75	48	
1,507 65	23,370 46	1,860 00	1,489 75		902 26		526 27	49	
1,872 37	102,537 20	6,070 60	3,189 08	956 27	1,011 71	2,168 81	8,914 12	50	
	24,321 03	3,471 02	1,825 40	571 59	670 41	501 91		51	
	801,161 36	10,320 32	17,736 33		9,558 81	2,145 97		52	
	16,760 90	3,100 05	5,285 29	363 31	891 01			53	
	3,129 08	1,661 44		112 33				54	
192,160 20	6,534 718 13	349,524 29	366,075 52	68,533 54	39,548 44	26,704 32	34,290 01	55	

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TABLE 5.—SUMMARY of Operating Expenses

		40	41	42
		GENERAL—		
Name of Railway.		Advertising and Attractions.	Miscellaneous General Expenses.	Damages.
		\$ cts.	\$ cts.	\$ cts.
1 Berlin & Waterloo.....			340 00	
2 Berlin & Northern.....			317 62	
3 Brantford & Hamilton.....		395 54	1,413 26	3,346 94
4 British Columbia.....		7,664 48	70,638 20	205,638 68
5 Calgary.....		19 89	4,663 28	12,839 47
6 Canadian Resources Development.....			1 75	
7 Cape Breton.....		300 00	3,927 34	2,942 96
8 Chatham, Wallaceburg & Lake Erie.....			2,358 59	566 68
9 Cornwall.....		2,179 34	900 00	1,036 32
10 Edmonton Radial.....			3,658 45	4,165 81
11 Galt, Preston & Hespeler, now Berlin, Waterloo, Wellesley & Lake Huron.....		544 55	4,447 18	14 85
12 Grand Valley.....			1,576 53	58 60
13 Guelph Radial.....		1,014 22	164 76	169 50
14 Halifax Tramway.....		422 00	2,911 00	6,239 81
15 Hamilton & Dundas.....		79 46	658 42	1,434 76
16 Hamilton, Grimsby & Beamsville.....		149 89	1,082 50	7,861 44
17 Hamilton Radial.....		217 89	1,275 20	4,479 75
18 Hamilton Street.....		1,261 92	1,513 14	27,011 78
19 Hull.....		237 91	4,853 09	3,000 00
20 International Transit Co.....		916 91		955 00
21 Kingston, Portsmouth & Cataraqui.....		3,469 32	961 87	23 50
22 Lethbridge Municipal.....		1,246 60	548 45	365 25
23 Levis County.....		48 00	675 33	Cr. 6 70
24 London.....		59 50	2,269 28	12,314 16
25 London & Lake Erie.....		1,653 96	4,039 27	1,955 45
26 Moncton Tramway.....			100 98	3 00
27 Montreal Tramways Co.....				
28 Montreal & Southern Counties.....		129 63	238 24	57 00
29 Moosejaw.....		93 79	696 23	341 20
30 Nelson.....			141 51	
31 Niagara Falls, Park & River.....		2,831 19	1,645 30	441 62
32 Niagara, St. Catharines & Toronto.....		2,529 89	1,895 06	2,675 01
33 Niagara, Welland & Lake Erie.....				
34 Nipissing Central.....		223 12	56 50	634 00
35 Oshawa.....			1,929 56	234 30
36 Ottawa.....		5,264 55	16,542 88	10,940 91
37 Peterborough Radial.....		623 73	489 23	
38 Pietou County.....			1,138 36	1,001 98
39 Port Arthur & Fort William.....			719 17	717 48
40 Quebec Railway, Light & Power Co. (Citadel).....			5,922 24	4,419 38
41 " " (Montmorency).....		2,417 64	9,642 73	545 59
42 Regina Municipal.....		944 53	1,707 36	452 68
43 Sandwich, Windsor & Amherstburg.....		29 00	2,486 89	4,596 46
44 Sarnia.....		123 12	6,468 19	
45 Sherbrooke.....			207 68	
46 St. John, N.B.....		1,090 67	2,763 20	1,786 35
47 St. Stephen, N.B.....			499 20	5 80
48 St. Thomas, Ont.....			4 00	
49 Suburban Transit Co. (Winnipeg).....				
50 Toronto.....		102 85	26,009 74	113,528 51
51 Toronto Suburban.....			1,949 56	
52 Toronto & York.....		3,228 12	21,409 14	9,500 00
53 Windsor, Essex & Lake Shore.....		1,218 71	559 00	
54 Winnipeg.....			22,010 74	
55 Winnipeg, Selkirk & Lake Winnipeg.....		140 68	499 96	
56 Yarmouth.....			5,692 31	
Total.....		42,872 62	248,619 47	448,295 28

† \$4,042,901.99 undistributed.

SESSIONAL PAPER No. 20b

for the Year ending June 30, 1913—*Concluded.*

43	44	45	46	47	48	49
<i>Concluded.</i>						
Legal Expenses in Connection with Damages.	Miscellaneous Legal Expenses.	Rent of Land and Buildings.	Rent of Track and Terminals.	Insurance.	Total General.	Grand Total Operating Expenses.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
		550 00		1,939 00	4,364 30	34,038 89
		100 00		267 94	1,789 91	6,692 22
	489 64	640 00	6,752 20	607 04	27,498 99	102,969 49
691 76		1,212 50	9,006 01	21,075 61	634,550 29	3,239,441 74
				3,929 70	35,298 23	502,119 42
	1,546 09			3 00	4 75	3,373 84
	34 63		494 95	2,601 76	24,553 97	125,816 90
206 35				10,367 27	79,398 23	79,398 32
				1,290 88	7,460 96	28,374 71
				2,927 05	30,700 70	502,316 86
		174 60	1,800 00	4,400 00	30,390 96	125,772 28
		1,516 68	550 00	852 60	10,730 99	79,996 60
	267 02			542 53	3,813 74	28,839 53
500 00	291 47				19,383 68	164,508 71
	127 13		5,054 33	216 01	11,436 49	42,854 65
	366 97	304 00	10,542 85	1,330 97	33,020 76	119,429 47
	229 85		12,086 69	826 69	30,386 41	146,147 57
	1,339 77	12,442 82		1,962 66	69,244 04	349,159 88
615 77				3,170 88	18,542 86	115,669 11
		427 77		600 88	7,502 18	45,565 64
81 32				600 08	8,444 10	32,800 05
1 00		176 64	1,205 00	420 00	4,319 22	51,228 26
	613 96	15 50		3,708 35	10,244 70	63,979 76
		560 00	1,366 60	2,112 00	27,208 51	217,511 36
	73 60		2 00	1,974 94	23,762 94	81,591 20
				349 54	1,715 70	17,986 89
			32,111 20	2,528 50	42,242 09	4,032,664 57
353 40	6 08	1,887 70		3,188 16	19,198 77	114,082 60
	83 45	47 50	2 00	457 80	2,539 26	89,411 15
432 98	607 01	10,000 00		2,875 00	21,107 13	13,080 78
295 94				3,454 64	37,631 11	80,238 78
						326 905 88
						10,237 42
				468 02	3,467 80	43,760 17
				1,348 78	9,471 29	85,545 13
				906 32	10,487 14	580,982 93
	2,094 87				7,081 76	32,559 18
	217 81	263 00	1,461 85		5,979 26	31,480 00
				584 08	10,850 59	162,128 35
	348 32			1,950 00	32,086 78	284,058 80
	653 01			3,924 15	28,476 65	152,539 38
182 95	182 94			2,450 45	11,176 50	122,331 85
27 12	30 00			630 00	15,339 52	152,861 86
	1,000 00			900 00	12,086 11	34,342 42
				651 85	3,289 40	37,192 35
	31 40			867 30	11,396 15	148,266 70
				1,442 27	3,859 39	27,580 39
		1 00		347 09	2,830 39	29,038 60
				912 24	1,312 57	62,424 47
	7,450 74			24,225 50	287,300 18	3,014,774 70
108 12	15 84	381 00		3,555 34	10,728 14	52,402 82
	947 90			2,113 01	59,508 16	317,774 99
				7,265 44	16,041 39	82,991 22
					61,772 30	1,257,916 07
					10,283 24	58,992 21
		250 00		108 45	7,824 53	19,223 26
3,496 71	19,049 50	30,950 71	84,526 49	135,251 46	1,897,738 36	17,765,372 38 †











## FOREIGN RAILWAY STATISTICS.

The following Table will afford helpful information with regard to the Railway Statistics of Foreign Countries.

Country.	Year.	Miles Covered by Capitalization.	Capitalization (b)	Passenger Revenue.	Freight Revenue.	Other Revenues.	Total Revenues.	Operating Expenses.	Passengers Carried.	Freight/Ton Carried.
			\$	\$	\$	\$	\$	\$		
Canada.....	1913	29,303	1,531,830,692	74,434,994	177,089,373	5,181,336	256,702,703	182,011,600	46,230,765	106,992,710
United States.....	1912	248,888	14,657,545,000	668,642,865	1,980,805,606	221,288,226	2,870,736,697	2,108,351,953	394,382,480	1,806,173,565
New Zealand.....	1911	2,701	153,448,830	5,521,470	9,805,390	2,144,045	17,470,905	11,516,860	11,289,613	5,863,674
United Kingdom.....	1911	23,417	6,447,969,398	215,168,940	308,197,930	96,197,110	619,561,000	380,689,660	1,793,820,800	523,653,094
New South Wales.....	1912	3,831	260,613,180	11,439,630	18,092,050	2,079,490	31,611,170	20,303,030	70,706,728	10,631,751
British India.....	1910	32,099	1,448,700,000	63,261,000	100,419,000	5,019,000	168,729,000	89,505,000	371,500,000	65,000,000
Japan (a).....	1911	4,764	411,598,253	21,072,498	20,428,230	2,646,015	47,146,743	21,624,686	138,629,706	25,434,808
Argentina.....	1910	17,381	868,914,930				107,058,065	63,616,485	59,041,000	331,006,026
German Empire.....	1909	26,740	4,163,615,519	198,737,378	452,069,934	69,765,822	721,473,134	490,399,236	1,540,872,110	531,927,817
France.....	1909	23,017	3,393,600,000	132,560,693	184,394,316	5,284,147	342,245,356	200,834,642	491,936,930	165,027,920
Russian Empire.....	1908	41,888	3,378,839,810	80,787,020	306,014,545	39,811,560	426,613,125	344,497,405	162,117,000	229,554,000
Austria.....	1910	14,038	1,654,297,119	48,520,000	135,350,000	12,500,000	196,380,000	150,860,000	254,618,531	137,599,886
Hungary.....	1910	12,821	858,732,000	25,000,000	65,460,000	4,265,800	94,735,200	61,362,800	140,002,000	68,806,000
Italy (a).....	1910-11	8,908	1,131,300,000	36,000,084	60,247,652	5,264,847	101,572,583	81,486,337		
Spain (a).....	1905	8,810	649,919,610	16,215,866	34,694,555	6,100,271	57,100,692	27,750,936	41,846,249	22,662,548
Portugal.....	1909	4,465	162,985,280	4,039,350	3,715,130	331,730	10,106,250	4,672,500	14,585,698	4,315,385
Sweden.....	1909	8,366	277,952,716	12,226,160	20,762,228	992,672	33,981,060	26,836,981	53,787,226	31,133,715
Norway.....	1911	1,891	81,467,176	2,667,672	3,437,934	359,656	6,465,232	4,803,096	13,765,396	5,196,241
Denmark (a).....	1911	1,215	70,277,640	5,429,948	5,942,900	796,496	12,167,344	11,257,072	22,344,630	4,934,799
Belgium (a).....	1910	2,685	504,210,184	19,750,243	38,275,374	1,672,178	59,697,795	39,133,036	173,491,334	58,793,837
Holland (a).....	1910	1,978	(d)163,798,301	12,374,800	13,094,800	1,272,400	25,742,000	21,365,860	47,711,000	16,702,100
Switzerland.....	1910	2,924	341,208,367	18,542,282	22,577,912	1,800,941	42,930,138	27,230,010	110,068,465	16,466,758
Roumania.....	1911	2,153	186,670,372				18,736,585	11,660,674	10,233,000	8,823,651

(a) State only. (c) Including taxes. (d) Capital cost not given since 1897. (e) From latest report, not always year named.

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