

## RATES OF TOLL—(Con.)

CLASS No. 7.—(Con.)	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Railway Ties, in vessels.....each	1	1	1	1	1	1	1
do do raft.....“	2	1	1	3	2	2	1
Sawed Stuff, Boards, Plank, Scantling and Sawed Timber, per M. feet, board measure, in vessels.....	30	15	10	45	3	15	3
Sawed Stuff, Boards, Plank, Scantling and Sawed Timber, per M. feet, board measure, in raft.....	60	30	20	90	3	25	3
Square Timber, in vessels, per M. cubic feet..	3 00	1 00	1 00	4 00	75	75	25
do do rafted do	4 50	2 00	2 00	6 50	50	1 50	25
Wagon Stuff, wooden ware and wood partly manufactured, per ton of 40 cubic feet....	40	40	25	80	8	40	10
Shingles, per M.....	6	6	4	12	3	6	1
Split Posts and Fence Rails, in vessels, per M..	40	40	20	80	15	30	5
do do rafted do..	80	80	40	1 60	30	50	5
Saw Logs, each standard Log.....	8	8	5	16	2	8	5
Staves and Headings (barrels), per M.....	40	20	15	60	5	20	5
do do (pipe) do.....	1 50	1 00	1 00	2 50	10	1 00	25
do do (W. India) do.....	75	60	25	1 35	8	60	10
Traverses, per 100 pieces.....	50	50	40	1 00	10	50	3
Hop Poles, per 1,000 pieces.....	2 00	2 00	1 50	4 00	50	2 00	15
Stone unwrought, cordwood not suitable for cutting.....	10	8	5	18	3	5	2

NOTE.—Coal to pass up all the Canals, except the Welland Canal, free of Toll, as per Order in Council, June 7th, 1869.

- “ Iron Ore, Kyrolite, or Chemical Ore, through one section or all the Canals, per ton, 5 cents.
- “ Iron and Salt having paid all Tolls through the whole line of the St. Lawrence Canal, or through the Lachine Canal, St. Anne's Lock, Ottawa and Rideau Canals, shall be allowed to pass free through the Welland Canal; and if Tolls shall have been paid at the Chambly Canal, such Toll shall be refunded at Montreal, or Kingston Mills, upon the Iron or Salt leaving the Canal.
- “ Wheat, Flour, Corn, Barley, Peas, Oats and Petroleum, having paid full Tolls through the Welland Canal, shall be allowed to pass free through the St. Lawrence Canals, or through the Ottawa and Rideau Canal, the St. Anne's Lock, the Lachine Canals and the Chambly Canal, provided always that the articles to be entitled to the exemption shall go downward through the whole length of the Canal to Montreal, or pass upward from Montreal through the whole length of the Ottawa and Rideau Canals to Lake Ontario.
- “ All articles, goods or merchandise not enumerated above to be charged to Class No. 6.
- “ No Let Passes to be issued to steam tugs or other small vessels for less than 25 cents as a minimum charge, when their tonnage as per Class 1 would not produce that amount; but such vessels not carrying freight or passengers can obtain a Season “LET PASS,” which will pass them up and down the Canal as often as desired, on payment of \$30.
- “ Any Fraction of a Ton Freight to be charged one Ton, and portions of Sections to be charged as a whole Section on all the above Canals.
- “ The passing of Saw Logs or other Lumber, through any of the Canals or Sections thereof, is to be at all times governed by the regulations for their management.

## HARBOR DUES.

- “ Vessels receiving or discharging freight at the premises of the Welland Railway, at Ports Colborne or Dalhousie, are to be free of Harbor Dues, but all other vessels receiving or discharging cargo at Port Dalhousie, Port Colborne, or Port Maitland, shall pay on every Ton of Freight so received or discharged—Two Cents.

## WORKS ON NAVIGABLE RIVERS.

The Tignis and Missiquash, two rivers forming part of the boundary between New Brunswick and Nova Scotia, have been added to the rivers and lakes under the control of the Dominion.

Surveys of the upper St. John and Madawaska have been completed. The river St. John is navigable for vessels drawing from 6 to 7 feet as far as Fredericton, a distance of 80 miles. Above that city, the navigation is obstructed by numerous bars of gravel, ledges of rock and boulders. For about 20 weeks in spring and autumn, steamers drawing two

or three feet of water, run from Fredericton to Woodstock, a distance of 65 miles. For about 18 weeks the same steamers can run to Tobique, a distance of 50, and occasionally, when the river will allow, 24 miles higher to Grand Falls. During the middle of summer freight has to be taken up the river in flat boats drawn by horses, and above the Grand Falls, only these boats are used. As this river is the principal highway for an extensive and well settled district, great inconvenience arises, and it is proposed to remove the obstructions to the navigation, so as to give an unbroken line up the St. John to the Madawaska, and thence up the