

Iron Ore, Kryolite or Chemical Ore, through one section or all the Canals, per ton, 5 cents.

Iron and Salt having paid full Toll through the whole line of the St. Lawrence Canals or through the Lachine Canal, St. Ann's Lock, Ottawa and Rideau Canals, shall be allowed to pass free through the Welland Canal; and if Tolls have been paid at the Chambly Canal, such 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 Canals, St. Ann's Lock, the Lachine Canal and the Chambly Canal, provided always that the articles to be entitled to the exemption shall go downwards 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 merchandize not enumerated above to be charged to Class No. 4.

No Let Passes to be issued to steam tugs or other small vessels for less than 25 cent. as a minimum charge, but such vessels not carrying freight or passengers can obtain, on payment of \$30, a Season "Let Pass," which will pass them up and down the Canal as often as desired.

The following Way Rates to be levied on Vessels and Property passing the several Sub-divisions of the Canals:—

WELLAND CANAL.

	cts.
1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburgh, not passing the Lock, each way.....	½
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne.....	½
3. From Dunnville to Port Colborne....	½
4. From Thorold to St. Catharines or Port Dalhousie.....	½
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places.....	¾
6. From Marsville or intermediate places, to Port Maitland, Dunnville, Port Colborne and Port Robinson.....	¾
7. From Port Robinson to Allanburgh or Thorold.....	¾
8. From do do to St. Catharines or Dalhousie.....	¾
9. From St. Catharines to Port Dalhousie.....	¾
10. From Dunnville to Maitland.....	¾
11. From Port Robinson through the Lock and Chippawa Cut.....	¾
12. From Port Colborne to Port Maitland.....	¾
13. From Chippawa Cut through Lock to Port Robinson.....	¾
14. From Port Colborne, Dunnville, Maitland and Marshville to Thorold.....	¾
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines.....	¾
16. Through Chippawa Cut only.....	¾
17. Through the Port Robinson Lock only.....	¾

ST. LAWRENCE CANALS.

The Navigation to be divided into four sections, viz: Edwardsburgh, Cornwall, Beauharnois and Lachine:—Tolls to be levied on all vessels and property in proportion to the number of sections passed through.

CHAMBLY CANAL.

	cts.
Vessels and property passing from Sorel to Chambly to pay.....	½
Do do from Chambly to St. John's to pay.....	¾

OTTAWA AND RIDEAU CANALS.

The Navigation of these Canals is divided into four sections, viz: "Carillon and Grenville," "Ottawa," "Smith's Falls" and "Kingston Mills." Vessels and freight passing one section to be charged one-fourth; two sections, one-half, and so on.

GENERAL.

NOTE.—Any fraction of a ton freight to be charged one ton, and portions of sections to be charged a whole section on all the above Canals.

The passing of Saw Logs or other lumber through the Canals, or sections thereof, is to be at all times governed by the regulations for their management.

HARBOUR DUES.

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

Government Stationery.

The value of Goods issued from the Stationery Office in the year 1872-3 was \$37,941 and for the following six months \$2,547, being a large increase. The demand was unusually great, and many of the Departments obtained a 12 months' supply of paper, forms, books, &c. In all cases where

goods of Canadian manufacture can properly be used, they have been supplied. A greater variety of goods has been supplied and the price of nearly everything has advanced, which in a measure, accounts for increased expenditure.