

49.—Capital Expenditure for Construction and Enlargement of Canals for the fiscal years ended 1868-1928 and before Confederation.

Canals.	Expenditure, previous years.	Expenditure, fiscal year 1928.	Total Expenditure.
	\$	\$	\$
Beauharnois.....	1,636,029	—	1,636,029
Carillon and Grenville.....	4,191,756	—	4,191,756
Chambly.....	780,996	—	780,996
Cornwall.....	7,245,804	—	7,245,804
Culbute Lock and Dam.....	382,391	—	382,391
Lachine.....	14,132,685	—	14,132,685
Lake St. Francis.....	75,907	—	75,907
Lake St. Louis.....	298,176	—	298,176
Murray.....	1,248,947	—	1,248,947
Rideau.....	4,214,264	—	4,214,264
Sault Ste. Marie.....	4,935,809	—	4,935,809
Soulanges.....	7,904,044	—	7,904,044
St. Anne Lock and Canal.....	1,320,216	—	1,320,216
St. Lawrence River and Canals—			
North Channel.....	1,995,143	—	1,995,143
River Reaches.....	483,830	—	483,830
Galops Channel.....	1,039,896	—	1,039,896
St. Lawrence Ship Canal.....	133,897	—	133,897
St. Ours Lock.....	127,229	—	127,229
St. Peters.....	648,547	—	648,547
Tay.....	489,599	—	489,599
Trent.....	19,337,433	40,203	19,377,636
Welland.....	29,906,412	224 ²	29,906,188
Welland Ship Canal.....	76,579,031	13,722,926	90,301,957
Farran's Point.....	877,091	—	877,091
Galops.....	6,143,468	—	6,143,468
Rapide Plat.....	2,159,881	—	2,159,881
Williamsburg.....	1,834,352	—	1,834,352
Canals in general.....	34,967	—	34,967
Total.....	189,658,000	13,762,905	203,420,904

¹ The records relating to cost of construction by Imperial Government were destroyed by fire in 1852 and the statistics are not included in this table. ² Revenue.

Section 2.—Canal Traffic.

Tables 41 to 46 deal with the traffic passing through Canadian canals in recent years up to and including 1928. In this latest year the total traffic of 18,720,441 tons was the highest figure for any year since 1918, being an increase of 1,232,130 tons over the total for 1927 (Table 41).

Although the navigation season in 1928 was shorter, the heavier traffic almost throughout that year is shown by the monthly figures of Table 42; Table 43, showing the products which constitute the freight traffic through the canals, illustrates the preponderance of agricultural products in the total. In the year 1928, six commodities (Table 44), barley, wheat, general merchandise, pulpwood, soft coal and sand, each provided over 1,000,000 tons of freight and together accounted for 77 p.c. of the whole traffic. The increase over the previous year was chiefly due to increased tonnage of wheat, barley, soft coal, coke, iron and steel and general merchandise, while large decreases occurred in the quantity of rye and pulpwood handled.

Comparisons of the total traffic through Canadian canals over a period of years are misleading owing to the situation at Sault Ste. Marie. At this point there are canals on both the Canadian and United States sides of the river, which are free to vessels of either nation. In 1914 a third large lock was opened on the United States side and in 1919, a fourth. Thus the tonnage of freight through the Canadian canal at this point dropped from 42,699,324 in 1913 to 7,750,957 in 1915 and from 12,913,711 in 1918 to 2,477,818 in 1920. On the other hand, traffic through the