

41.—Capital Expenditures for Construction and Enlargement of Canals previous to, and for, the fiscal year ended Mar. 31, 1930.

Canal.	Expenditure, Previous Years.	Expenditure, Fiscal Year 1930.	Total Expenditure.
	\$	\$	\$
Beauharnois.....	1,636,029	-	1,636,029
Carillon and Grenville ¹	4,191,757	-	4,191,757
Chambly.....	780,996	-	780,996
Cornwall.....	7,245,804	-	7,245,804
Culbute Lock and Dam.....	382,391	-	382,391
Lachine.....	14,077,287	Cr. 69,309	14,007,978
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.....	7,904,045	-	7,904,045
Ste. 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.....	1,039,895	-	1,039,895
St. Lawrence Ship Canal.....	133,897	-	133,897
St. Ours Lock.....	127,229	9,177	136,406
St. Peters.....	648,547	-	648,547
Tay.....	489,599	-	489,599
Trent.....	19,386,890	7,299	19,394,089
Welland.....	29,905,745	Cr. 1,572	29,904,173
Welland Ship Canal.....	103,513,215	9,378,626	112,891,841
Farran's Point.....	877,091	-	877,091
Galops.....	6,143,468	-	6,143,468
Rapide Plat.....	2,159,881	-	2,159,881
Williamsburg.....	1,334,552	-	1,334,552
Canals in general.....	34,967	-	34,967
Totals.....	216,585,487	9,324,221	225,909,708

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

Section 2.—Canal Traffic.

Tables 42 to 47 deal with the traffic passing through Canadian canals in recent years up to and including 1930. In this latest year the total traffic amounted to 14,803,334 tons, which was an increase of 1,103,687 tons from the total for 1929.

The large decrease in 1929 was almost entirely in grain shipments. Not only was the western crop reduced to less than half of the 1928 crop, but the movement to foreign markets was exceptionally slow. In 1930 grain shipments showed considerable improvement although still much lighter than in 1928. For details of the traffic handled through each canal see the annual report on canal statistics published by the Bureau of Statistics.