

45.—Expenditures and Revenues of Canals for Period Before Confederation, 1868-1910, 1911-20, 1921-30, and fiscal years ended Mar. 31, 1931-35.

NOTE.—For the individual years 1868 to 1910, see Canada Year Book 1916-17, p. 462, and 1911-30, see p. 748 of the 1934-35 Year Book.

| Fiscal Years. | Expenditure Chargeable— | | | | | Total Expenditure. | Total Revenue. |
|---------------------------|-------------------------|-------------------------|--|-------------------|-------------------|-------------------------|----------------------|
| | to Capital. | to Income. ¹ | to Revenue. ¹ | | | | |
| | | | Staff and Repairs, Canals in General. ² | Staff. | Repairs. | | |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Before Confederation..... | 21,152,933 | 98,378 | — | — | — | 21,251,311 | — |
| 1868-1910..... | 76,388,584 | 6,465,248 | 1,594,241 | 11,695,311 | 9,488,903 | 105,632,287 | 14,156,391 |
| 1911-20..... | 34,510,322 | 3,919,075 | 1,364,547 | 6,641,558 | 5,667,291 | 52,102,793 | 3,752,968 |
| 1921-30..... | 95,982,580 | 5,553,743 | 1,875,339 | 10,427,665 | 9,696,485 | 123,535,812 | 9,230,174 |
| 1931..... | 12,945,771 ² | 786,941 | — | 1,634,099 | 1,278,941 | 16,645,755 ³ | 1,026,670 |
| 1932..... | 3,855,637 ² | 344,389 | — | 1,618,013 | 1,093,194 | 6,911,233 ³ | 976,845 |
| 1933..... | 3,122,026 | 282,883 | — | 1,515,534 | 1,001,376 | 5,921,820 ⁴ | 831,020 ⁴ |
| 1934..... | 1,975,073 | 287,535 | — | 1,397,977 | 903,022 | 4,563,607 ⁴ | 877,630 ⁴ |
| 1935..... | 464,004 | 210,473 | — | 1,483,278 | 861,231 | 3,018,986 ⁴ | 837,871 ⁴ |
| Totals..... | 250,396,930 | 17,948,665 | 2 | 40,091,083 | 31,146,926 | 339,583,604 | 31,689,570 |

¹ The income account is of expenditure on buildings and permanent improvements; the revenue account is of expenditure on maintenance only. ² No longer shown separately, in accounts of Department of Railways and Canals. Total is included in Staff and Repairs totals. ³ Revised to include amounts spent on the Prescott elevator by the Department of Public Works. ⁴ Revenues and expenses of elevator at Churchill, Manitoba, included in 1933 and subsequent years.

46.—Capital Expenditures for Construction and Enlargement of Canals to Mar. 31, 1935.

| Canal. | Expenditure, Fiscal Year 1935. | Total Expenditure. | Canal. | Expenditure, Fiscal Year 1935. | Total Expenditure. |
|--|--------------------------------|--------------------|---------------------------|--------------------------------|--------------------|
| | \$ | \$ | | \$ | \$ |
| Carillon and Grenville ¹ | — | 4,191,756 | Port Colborne Elevator.. | 2,356,218 | 2,356,218 |
| Ste. Anne Lock and Canal. | — | 1,320,216 | St. Lawrence Ship Canal.. | — | 133,897 |
| Chambly..... | — | 780,996 | St. Peters..... | — | 648,547 |
| St. Ours Lock..... | — | 735,964 | Rideau..... | Cr. 1 | 4,214,212 |
| Lachine..... | — | 13,988,600 | Tay..... | — | 489,599 |
| Lake St. Louis..... | — | 298,176 | Murray..... | — | 1,248,947 |
| Beauharnois..... | — | 1,636,029 | Trent..... | 9,296 | 19,962,880 |
| Soulanges..... | — | 7,899,945 | Welland..... | Cr.2,358,735 | 27,544,218 |
| Lake St. Francis..... | — | 75,907 | Welland Ship Canal..... | 457,227 | 131,522,667 |
| Cornwall..... | Cr. 1 | 7,245,803 | Sault Ste. Marie..... | — | 4,935,809 |
| Williamsburg..... | — | 1,334,552 | Culbute Lock and Dam.. | — | 382,391 |
| Farran's Point..... | — | 877,091 | Canals, general..... | — | 34,967 |
| Galops..... | — | 6,143,468 | Prescott Elevator..... | — | 4,715,325 |
| Rapide Plat..... | — | 2,159,881 | | | |
| St. Lawrence River— | | | Totals..... | 464,004 | 250,396,930 |
| North Channel..... | — | 1,995,143 | | | |
| River Reaches..... | — | 483,830 | | | |
| Galops Channel..... | — | 1,039,896 | | | |

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

Section 2.—Canal Traffic.

Tables 47 to 52 deal with the traffic passing through Canadian canals in recent years up to and including 1935. By the summer of 1931, the new Welland Ship Canal was advanced sufficiently to allow vessels drawing up to 18 feet of water to pass through and the allowable draught has since been increased to 22 feet. Iron ore, which had previously been shipped by rail from Point Edward to Hamilton, has since been shipped through from Lake Superior to Hamilton by water, and increased quantities of coal and other commodities have been shipped through the canal.

For details of traffic handled through each canal, see the annual report on Canal Statistics published by the Dominion Bureau of Statistics.