

2
January 8th
1941.

No. 7

GENERAL REPORT
OF THE
MINISTER OF PUBLIC WORKS
OF THE
PROVINCE OF QUEBEC
FOR THE YEAR ENDING 30TH JUNE
1940

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DEPARTMENT OF PUBLIC WORKS

Province of Quebec

Sir Eugene Fiset, Kt., C.M.G., D.S.O.,
Lieutenant-Governor of the Province of Quebec.

Sir,

In compliance with the Revised Statutes of the Province of Quebec, 1925, and their amendments, I have the honour to submit a general report of the working of the Department of Public Works during the fiscal year 1939-40.

I have the honour to be,

Sir,

Your obedient servant,

T. D. Bouchard

Minister of Public Works

Quebec, December 30th, 1940.

HISTORICAL NOTES

of the

DEPARTMENT

1867-1888, Agriculture and Public Works

1888-1901, Public Works

1901-1905, Colonization and Public Works

1905-1931, Public Works and Labour

1931-1934, Public Works

1934-1936, Public Works, Game and Fisheries

**1936 Public Works (Bureau of Mines under
 the control of the Minister)**

1936 to date, Public Works

PUBLIC WORKS

Honourable T. D. Bouchard, Minister since November 8th, 1939

Ivan E. Vallée, B. Sc. A., Deputy-Minister.

LIST OF THE SERVICES AND PRINCIPAL OFFICERS

a.- Construction and Maintenance of Highway Bridges

Olivier Desjardins, B. Sc. A.,	Chief Engineer and Assistant Director of Railways
J. G. O'Donnell, B. Sc.,	Maintenance Engineer
F. B. Painchaud, B. Sc. A.,	Engineer of Metallic Con- struction.
Camille Milot, B. Sc. A.,	Assistant to Chief Engineer
J.C.L. Trempe, B. Sc. A.,	Assistant to Maintenance Engineer

b.- Construction and Maintenance of Legislative and other buildings, including Court Houses and Gaols.

Sylva Frappier	Architect and Director of Public Works
Léopold Fontaine, B. A.,	Assistant to Architect and Director of Public Works
A. H. Tremblay	Architect

c.- Fire Prevention

Ernest Lavigne, B. Sc. A.,	Commissioner
F. X. Ahern, B. Sc.,	Assistant-Commissioner

d.- Legal

Maxime Morin, K.C.,	Law Officer
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e.- Accountancy

J. A. Taillon	Chief Accountant
Léonidas Blais	Assistant Accountant

f.- Secretary's Office

J. Alphonse Drolet	Secretary
René Dupuis	Assistant Secretary
Gustave Morin	Secretary to the Minister

g.- Registrar

J. G. Duchesneau	Assistant Registrar
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h.- Purchasing Branch

Adélaré Côté	General Superintendent and purveyor
Léo Lahaise	Superintendent at Montreal

i.- Post Office

Aimé Dechêne	Postmaster
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j.- Railways

k.- Toll Bridges and Roads

(Both services are directed by the Deputy Minister)

l.- Embellishment and Floral Decorations

Honoré Auger Head gardener

m.- Workshops

Georges Lavoie Superintendent and General
Overseer
Edouard Blouin Foreman of joiners
Herménégilde Vézina " "
Alphonse Proulx Foreman of plumbers
Ferdinand Bertrand Foreman of electricians
Hermile Lemay Foreman of painters
J.C. Forgues Foreman of laborers
Paul Chamberland " "
Jos. Paré Head of heating system

**n.- Maintenance of Parliament Buildings
(cleaning)**

Théodore Bernard Superintendent

CHAPTER I

CONSTRUCTION, IMPROVEMENT, REPAIR AND MAINTENANCE OF HIGHWAY BRIDGES

Report of the Chief Engineer

QUEBEC, June 30th, 1940

To the Honourable F.D. Bouchard,
Minister of Public Works,
QUEBEC.

Sir,

I have the honour to submit my report for the fiscal year 1939-40 on the construction, improvement, repair and maintenance of highway bridges under the control of your Department.

Up to recent years, the jurisdiction of your Department extended in a general way to bridges whose clear span exceeded about 20 feet. It was however agreed, in the Spring of 1940, that all the bridges having over 30 feet clear span would remain under the jurisdiction of the Department of Public Works whereas those of 30 feet or less would come under the control of the Department of Highways.

Notwithstanding this agreement, the municipal corporations remain proprietor of the bridges located within their limits, and it is incumbent on them to take the initiative as to the construction, improvement, repair and upkeep of their bridges in bad condition. The Department continues however to attend to the maintenance of the bridges whose construction has been subsidized wholly or partly by the Province and to defray the cost of such work.

A

CONSTRUCTION

Numerous requests have been received this year again from municipal corporations desirous of obtaining the cooperation of the Government toward the replacing of some of their defective bridges by structures of a more permanent nature. As in former years, the funds placed at the disposal of the Department have been applied to the carrying out of the most urgent projects, and preference has been given, whenever possible, to bridges located on the main thoroughfares of the Province.

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Whenever it was impossible to grant to the municipal corporations the financial help solicited, owing to previous engagements which had absorbed the budget, it was suggested to them to have the necessary repair work to those structures carried out so as to insure the safety of the travelling public.

The number of bridges built during the past year totals 53. All these bridges were built of a permanent nature, i.e., of concrete or steel, save six which were built of wood. The number of bridges under construction at the end of June 1940 is substantially reduced, owing to a restricted budget.

The major part of the bridges built during the year just ended are located on the main highways of the Province and replace mostly wooden structures which, on account of lack of rigidity and narrowness of roadway, no longer afforded proper safety to vehicular traffic.

In every case where plans and specifications of a proposed structure were required to be drawn up, our engineers proceeded to the designated point in order to obtain all the necessary data for that purpose, and whenever there was question of changing the alignment of the road to improve the approaches to the new bridge or that it was proposed to straighten a section of the highway, we worked in close collaboration with the officers of the Department of Highways with a view to selecting the most suitable location for the new construction.

Besides choosing the site for the new bridge, the physical conditions of the locality had to be taken into consideration in the detailed study of each project, in order to adopt the type of bridge which would prove most economical and best suited to satisfy the requirements of the traffic.

In the realization of the projects, we strive to keep construction work under strict control by having as much as possible the engineers or the inspectors of the Department supervise the work so as to make sure that the plans and specifications are adhered to; we also have recourse to the services of the Laboratory to keep us posted on the quality of the materials and the concrete entering into the work. We also encourage the use of materials of Canadian origin and preferably of those of the Province of Quebec as well as the employment of local labour in the prosecution of the work.

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The ever increasing intensity of the traffic on our highways, the speed of modern vehicles, the weight of trucks and busses, incite the Government to further developing the highway system, especially between large communities, either by the construction of new highways, the widening of existing main thoroughfares or the improvement of the road alignment at certain places, with a view to shortening the distances to travel and to offer as much security as possible to the public. This of course involves the construction of new permanent bridges located on main thoroughfares determined by a new classification of highways.

Of the bridges built during the fiscal year just ended, twenty-three have been built on main highways entirely with Government funds. May we mention in particular the bridges over Welton river, between Winslow-Nord and Winslow-Sud, Frontenac county; over river "du Lièvre", between the United Townships of Robertson-Pope and Mont-Laurier, Labelle county; over Grande Rivière du Loup, at Louiseville, Maskinonge county; over Petite Rivière Nation, at Plaisance, Papineau county; over Becancour river, at Becancour, Nicolet county; and over Darmouth river, at St-Majorique, Gaspé-South county.

Fourteen other bridges are presently under construction at the expense of the Province, the most important of which are: the bridge over the Richelieu river, between Beloeil, Verchères county, and St-Hilaire, Rouville county; the one over river "Rouge", between Grenville and Augmentation, Argenteuil county; the bridge over Ouatchouan river, at Val Jalbert, Roberval county; the one over river "des Hurons", at Ste-Madeleine, St-Hyacinthe county; as well as seven bridges on the new Quebec-Sté Anne de Beaupré Highway and which are located in the municipality of Château-Richer, Montmorency county.

It is to be noted that the construction of the bridge over the Richelieu river between Beloeil and St-Hilaire, which works have been started this Summer, has been authorized by Act 21 Geo. V. Particulars of this important undertaking are given hereunder.

In addition, it is the intention of the Department to invite tenders, in the course of the current Summer, for the construction of the bridges over Calway river, at St-Joseph, Beauce county (Levis-Jackman Highway); over "Rouge" Brook, at Magog, Stanstead county (Montreal-Sherbrooke highway); over Chamberry Brook, at Vaudreuil, Vaudreuil county (Montreal-

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Toronto Highway); and over Yamaska river, between St-Hyacinthe and St-Joseph Village, St-Hyacinthe county (Montreal-St-Hyacinthe Highway), as new structures will become necessary due to improvement work being carried out on these highways.

Among the bridges built during the fiscal year ended June 30th 1940, are the following:

Bridge over West river, at Brownsburg,
Argenteuil county,

Bridge over "rivière à Mars", between Bagotville
and Port Alfred, Chicoutimi county,

Bridge over Felton river, between Winslow-Nord
and Winslow-Sud, Frontenac county,

Bridge over Darmouth river, at St-Majorique,
Gaspé-South county,

Bridge over river "du Lièvre", between the United
Townships of Robertson-Pope and Mont-Laurier,
Labelle county,

Bridge over Grande Rivière du Loup, at Louiseville,
Maskinonge county,

Bridge over Becancour river, at Becancour,
Nicolet county,

Bridge over Petite Rivière Nation, at Plaisance,
Papineau county,

Bridge over Senescoupe river, at St-Clément,
River du Loup county,

"Martin" bridge over Eusebe river, at St-Felicien,
Roberval county,

Bridge over Lake Long, at St-Marc du Lac Long,
Temiscouata county,

Bridge over St-Francis river, at Weedon,
Wolfe county.

The principal bridges under construction on June 30th 1940

are:

Bridge over Richelieu river, between Beloeil and
St-Hilaire,

Bridge over river "Rouge", between Grenville and
Augmentation, Argenteuil county,

Bridge over river "Blanche", at St-Vallier,
Bellechasse county,

Bridge over "Adelard Pelletier" Brook, at Berthier,
Montmagny county,

"Jouette" bridge, over river Bayonne, at
Ste-Geneviève, Berthier county,

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Bridge over river Cap Chat, between Cap Chat
and St-Norbert du Cap Chat, Gaspé-North county.

Bridge over Ouatchouan river, at Val Jalbert,
Roberval county.

The following statement gives an idea of the work
accomplished by the Bridge Branch since 1908:

Number of bridges built from July 1st 1908 to June 30th 1940	1,543
Total length of superstructure of the bridges built.....	162,298 ft
Number of bridges built from July 1st 1939 to June 30th 1940	53
Number of bridges under construction on June 30th 1940..	18
Total length of bridges under construction.....	3,400'5"
Total cost of bridges built.....	\$ 25,792,109.67
Total amount of Government subsidies for bridges built..	\$ 19,682,994.82

COMMENTS ON CERTAIN BRIDGES BUILT DURING THE PAST YEAR
OR UNDER CONSTRUCTION

BRIDGES AT BECANCOUR, MONT-LAURIER, PLAISANCE AND LOUISEVILLE

Four bridges of the continuous plate girder type were built during the past year. They are the bridges over river Becancour, at Becancour, Nicolet county (Levis-St-Lambert Highway); over river "du Lièvre", at Mont-Laurier, Labelle county (Mont-Laurier-Senneterre Highway); over Petite Rivière Nation, at Plaisance, Papineau county (Montreal-Hull Highway); and over Grande Rivière du Loup, at Louiseville, Maskinonge county (Montreal-Quebec Highway).

The bridge over Becancour river consists of three 105-ft and two 84'6" spans forming a total length of 484 feet. The substructure and the flooring are of reinforced concrete with a 24-ft roadway and two 3-ft sidewalks.

The one over river "du Lièvre" measures 306-ft in length made up of one 126-ft and two 90-ft spans. The substructure as well as the flooring are of reinforced concrete with a 24-ft roadway and two 3-ft sidewalks.

The bridge over Petite Rivière Nation comprises two 90-ft and one 125-ft spans forming a length of 305-ft, on a concrete substructure.

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The flooring is of reinforced concrete construction and the roadway has a 27-ft width flanked by a 3-ft sidewalk on each side.

One 109-ft and two 72'8" spans, on a concrete substructure, form the bridge crossing Grande Rivière du Loup. The floor is of reinforced concrete and the bridge is provided with a 32-ft roadway and a 4-ft sidewalk on each side.

This continuous plate girder design is a new type of construction that has been adopted these recent years. It is aesthetical and harmonizes well with the surroundings at the above points.

BRIDGE OVER THE RICHELIEU RIVER, BETWEEN BELOEIL AND ST. HILAIRE.

This project will consist of a 258-ft central swing span flanked, on each side, by three continuous plate girder spans - two of 103'6" and one of 102'0" - and by a 66-ft reinforced concrete approach span, forming a total length of 1008'0". The substructure, units, of reinforced concrete, will comprise nine piers and two abutments with a protection pier (defense) for the swing span. The flooring of the bridge will be of reinforced concrete with the exception of that of the swing span which will consist of a wooden floor covered with an asphaltic wearing surface. The roadway will have a 33-ft width flanked by a 5-ft sidewalk on each side, and will be provided with a modern electric light system. As this structure will span a navigable river, a procedure has been made with the Department of Public Works, at Ottawa, in accordance with the Revised Statutes of Canada, 1927, chapter 140. Works which started in the latter part of June 1940 will be pushed forward vigorously so that the bridge may be opened to vehicular traffic in the course of the Summer 1941. Communications with both shores are made possible by means of a ferry-boat service, and the bridge when completed will form an important link in the Montreal-St-Hyacinthe-Quebec Highway.

BRIDGE OVER RIVER "ROUGE", AT GRENVILLE, ARGENTEUIL COUNTY.

This bridge will have a length of 702'5" made up of three 138'4" and two 112'10" continuous plate girder spans with one 31-ft and one 30'9" reinforced concrete approach spans. The substructure will consist of six piers and two abutments of reinforced concrete. The flooring will also be of reinforced concrete and a 30-ft roadway and two 2'6" sidewalks will be provided. The works are under way since

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the month of May 1940 and are progressing rapidly; two piers and one abutment have since been completed. The construction of this bridge will improve considerably traffic conditions on the Montreal-Hull Highway.

"RIGID-FRAME" BRIDGES.

A comparatively new type of concrete structure has been adopted this year. It is designated as the "Rigid-Frame" bridge and can be used to advantage particularly over rivers where the height from the water level to the under side of the bridge is limited. Four bridges of this type have been undertaken during the year under review, three of which are located on the new Quebec-Ste Anne de Beaupre Highway under completion; they span the rivers Lemoyne, Lotainville and Bras de la Rivière aux Chiens, and consist of 40, 45 and 25-ft spans respectively with a 36-ft roadway and two 2-ft sidewalks. The fourth one crosses the Hinchinbrook river in the Village of Athelstan, county of Huntingdon, and comprises a 70-ft span with a 22-ft roadway and a 4-ft sidewalk upstream. It is an economical and aesthetical type of bridge.

B

MAINTENANCE

(J.G. O'DONNELL,
Maintenance Engineer)

Since 18 years, the Bridge Maintenance Branch has occupied itself with maintaining in good condition permanent bridges (steel or concrete) built or subsidized by the Department of Public Works.

As we signalized in previous reports, from 1922 to 1930 the Municipal Corporations carried out and paid for ordinary maintenance works, except in certain cases where important repairs or ameliorations were made, subsidies were granted for these works at the discretion of the Minister of Public Works. The technical aid was supplied by the Government free of charge.

In 1930, although leaving the ownership of the Municipal Bridges to the interested Municipalities, the Government decided to defray the cost of the repairs and maintenance of permanent bridges falling in

this category, that is to say: permanent bridges built or subsidized in part by the Government or according to approved plans.

In the majority of cases, since 1930 and especially within the past few years, the works are carried out by day labour under general or local foremen and controlled by our engineers. Local labour is employed, paid according to the rates determined by the Department of Labour (Fair Wages Schedule) and the materials are bought when possible in each locality where the bridge is situated; preference is always given to the products of the Province of Quebec.

The Municipal Corporations seem satisfied with this method of procedure which, whilst keeping the bridges in good condition, affords a livelihood to the tax payers, very often those in needy circumstances, without increasing the Municipal budget and in some cases entailing very heavy expenses.

The development of the main highway system, the widening of the chief arteries of circulation to satisfy the ever increasing traffic on various routes, entails a constant study by our technical staff of a good number of bridges built from 1900 to 1920, which during that period were strong enough to carry the traffic; in a good many cases these structures need to be reinforced to carry the enormous loads circulating on our highways to-day.

Without taking into account the Toll Bridges, we have during the course of the fiscal year, carried out maintenance or repairs to 262 bridges.

The budget placed at our disposal was completely spent to effect these repairs; in practically all cases, the works were carried out by day labour.

Amongst the more important works carried out, we may cite repairs to the following 15 bridges where the repair works exceeded \$2,000.00.

The "Mercier" bridge, over the Bonaventure River, at Matapedia, Bonaventure County.

The Massicotte Bridge, at Ste. Genevieve de Batiscan, Champlain County. Reconstruction of the majority of timber piers and repairs to the balance. The old steel spans were replaced by 3 Deck Plate Girder spans, one through span and 2 Poney-Warren spans.

Bridge on the Quebec-Montreal Highway, at Champlain.

The David Tremblay Bridge, at Murray Bay, Charlevoix County.

The Gadoury Bridge, over the Ouareau River, at Crabtree-Mills, Joliette County.

The Reid-Grenier Bridge over l'Assomption River, at Charlemagne, l'Assomption County, and Village bridge at St. Roch l'Achigan, in the same County.

The Garneau Bridge, between St. Nicolas & St. Romuald d'Etchemin, Levis County.

The Fenderson Bridge, over the Tartigou River, at St. Moise, Matapedia County.

The Donnacona Bridge, over the Jacques-Cartier River, at Donnacona, Portneuf County.

Bridge over the Bear River, at St. Felicien, Roberval county.

The Cushing and Humphreys Bridges, at Dixville, Stanstead county.

Bridge over the North River, at Shawbridge, Terrebonne County. The work consisted of demolishing the abutment, excavating the highway to provide for an approach span of 70', the construction of a new pier and abutment and repairs to the superstructure.

Important works were carried out to a certain number of other bridges, not taking into account the ordinary maintenance.

Besides Municipal bridges, the Maintenance Branch also looks after the Toll Bridges built by the Government.

The Galipeault and Taschereau bridges, between Ste. Anne de Bellevue and Vaudreuil, via Ile Perrot, were painted and important ameliorations made to the approach of the Galipeault bridge.

At the Isle of Orleans Bridge, a bituminous paving was laid on the approaches.

At the Quebec Bridge, bituminous paving was laid in the park. On the North approach and roadway leading to the bridge, concrete sidewalks were built.

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At Laperriere Bridge, between Pierreville and St. Francois du Lac, certain repairs were carried out to the substructure.

At Honore Mercier Bridge, between Caughnawaga and Ville La Salle, near Montreal, collection booths were constructed at the La Salle end of the bridge so as to permit the collection of tolls at one end of the bridge only. Repairs were also made to a certain number of the piers, Caughnawaga end of the Bridge, painting of the superstructure should start during the month of July.

The personnel of the Branch has not been increased. The reorganization of the system for the purchase of materials by requisitions has envolved a considerable increase in correspondence and administrative work. The year has been a busy one for all the staff.

In closing, it gives me pleasure to acknowledge the efficient assistance of my whole staff.

Respectfully submitted,

(Signed) Olivier Desjardins

Chief Engineer

CHAPTER 11 (1)

CONSTRUCTION AND MAINTENANCE OF LEGISLATIVE AND OTHER
BUILDINGS INCLUDING COURT-HOUSES AND JAILS.

(Architects' Department Report).

Quebec, June 30th, 1940.

TO The Honourable T. D. Bouchard,
Ministère of Public Works,
QUEBEC, Que.

Sir:

We have the honour to submit the following report on the Architects' Department activities during the fiscal year 1939-1940.

The different buildings for which plans and specifications are prepared either for new buildings or for maintenance work, are classified as follows:

- a) Court-Houses and Jails.
- b) Legislative and Public Buildings.
- c) Normal Schools and special Schools.
- d) Various buildings, such as Registry Offices, Morgues, etc.

— A —

COURT-HOUSES AND JAILS

AMOS (Abitibi):

The annex to the court-house and jail building has been completed during the year; and this annex now exclusively constitutes the jail. Therefore different contracts were awarded recently for miscellaneous interior furnishings: electrical fixtures; stoves; refrigerators; toilet accessories; tables and stools; etc.

ARTHABASKA (Arthabaska):

Addition of a special circuit to the electrical system. A room next to the jail was converted into a chapel.

A lavatory and a few radiators were installed in the jailer's residence and in the Provincial Police's Offices.

Part of the cellar was excavated in order to obtain a disposition for an ash-exit at the rear end of the building: concrete sustaining walls; underpinning; outside porch; ash-lift; etc.

Painting in the Magistrate's Office.

The improvements on the front ground have been postponed, but tenders have been called for certain works pertaining to the proposed improvements: the execution of a septic tank and part of a drainage system along the foundations of the building.

CAMPBELL'S BAY (Pontiac):

Repairs to the electrical and heating systems; repairs and improvements to the cells' doors; addition of wooden shelves in the Protonotary's vault.

CHICOUTIMI (Chicoutimi):

In the Superior Court-Room: repairs to the floor and laying a linoleum covering. Repairs to the plumbing system and to the stokers in both buildings: court-house and jail.

HULL (Hull):

Court-House: Painting in a few offices; repairs to the roof.

New-Jail: Completion of the work at the new jail, erected in King's Park, including the reinforced concrete wall around the prisoners' yard. Other contracts: pews for the chapel; furnishings for the laundry-room; and maintenance work pending the settlement of the sewer's question.

JOLIETTE (Joliette):

Repairs to the sewer's system and installation of a few window-bars in the basement.

LA MALBAIE (Saguenay):

Repairs to the sashes, to the roof and to the plumbing system, with the addition of a sink in the jailer's residence.

MONT LAURIER (Montcalm):

Repairs and improvements to the roof: insulation of the attic; replacement of the gutters and painting of the exposed surface.

The entrance to the Registry's office was mended and a few rows of shelves were put in the Sheriff's vault.

MONTMAGNY (Montmagny):

Repairs to the heating system and a lavatory was fixed on the plumbing system.

MONTREAL (Montreal):

In both Court-Houses and at Bordeaux Jail, the employees of the permanent staff have taken care of the ordinary maintenance works: painting; repairs to furnitures; plastering; etc. Materials were supplied by our department.

As for more complicated works requiring scaffoldings and elaborate sets of tools, contracts were called for; viz:

Repairs to the tile floor of the balconies in the jurors' quarters.

Repointing the masonry steps of the main entrance.

Double wooden windows were added in the Revenue's Office.

Putting a door between two offices on the Ministers' story with alterations in one of the rooms.

Repairs to the garage's heavy doors.

Replacement of the set of tubes in one of the three boilers.

Old Court-House:

Painting and decorating of court-rooms No. 24 and 31.

Disposition of two small rooms, in the annex section, into a court-room with the necessary furnishing: tribune, witness' stand, etc.

Insulating heaters and piping in the basement of the annex.

Repairs to the sustaining wall at the rear entrance; to the roof of the dome; to the heating system; to the fire-escapes and to the revolver doors.

Laying a floor-covering in the Prothonotary's office.

Alterations to the entrances of ^{the} Provincial Police's Headquarters.

Outside furnishings being repaired as new, a few sets were bought and specially metallic files for the Prothonotary's main vaults.

BORDEAUX JAIL:

Numerous repairs to the electrical, plumbing and heating systems: welding tubes of boilers; replacement of sets of tubes in two boilers; mending valves, generators, motors; putting in good order certain sections of the sewage system; addition of conducts and electrical circuits, and completion of the installation of oil burners on the heating system.

At the Governor's residence: painting; tile floor in a bathroom; insulation of the attic.

The greater part of these works were attended to by the regular staff of the jail, with the exception of the more complicated jobs.

Women's Jail (Protestants Section):

Plastering; putting in strong iron rods for the stabilisation of a masonry wall, and repointing.

Addition of a flight of steps to a fire-escape and alterations to a window-metal-guard.

NEW CARLISLE (Gaspé):

Painting in the jailer's residence, and part of the roof. Addition of a chimney pot, and of a special padlock on the coal-chute door. Laying on a new hardwood floor in the jailer's kitchen. On the electrical system: one lighting fixture in the judge's bathroom and buzzers between a few offices. Construction of a vegetable cellar.

PERCE (Gaspé):

Repairs to the heating system and to the wooden fence around the prisoners' yard. Erection of a small staircase and confection of a wardrobe.

QUEBEC (Quebec):

Court-House:

Repairs to the elevators; execution of a piece of furniture to add to the glazed book-cases in the chief-judge's office.

Arrangement of the office of the Lacombe Law into a larger room: addition to the counter, etc. Improvements to the lighting units in some offices. Painting and redecoration in two judge's offices and in one public office.

Corrections to the cashier's office in the magistrate's registry room, and addition of wooden shelves in a cloak-room.

Repairs to the roof of the annex. Cleaning and painting of the marble dado of the public staircase, where radiators were added to the heating system.

Mens' Jail:

Plastering work; painting; corrections to the plumbing and lighting systems. Repairs to the old oil burners and to the refrigerators. Three windows were grated.

During the past year the defective parts of the heating system were renewed by the staff of the Public Works Department: radiators; pipes; valves; and redistribution of the mains connected to two new boilers which were installed in conjunction with pumps in a recently excavated boiler-room. These important improvements will be carried on during the next few months.

Arrangement of the laundry-machinery in a larger room.

Pointing the wall around the prisoners' yard and especially near the main-gate.

Erection of a wire-mesh fence in front of the jail, and covering the road to the jail entrance with an asphalt coating.

Women's Jail:

Repairs to the refrigeration system; plastering, painting plumbing and joinery works, etc.

RIMOUSKI: (Rimouski):

Construction of an annex to the jail: the contract was awarded in July and the jail was ready for occupancy in April 1940.

The annex, which is an extension to the old jail, has been built according to a plan which enabled us to make the best of the distribution of the cells and rooms of the old building and with the idea to facilitate the segregation of the prisoners. The heating system was connected to the existing one in the court-house, but the electric and plumbing systems were renewed in all the jail section.

This construction is realised with fireproof materials.

For the duration of the contract the prisoners were housed in the basement of the City-Hall, where the necessary partitions were erected.

Outside the annex project, other works were: construction of a refrigerator in the jailer's quarters for the use of the jail; repairs to an electric range; addition of a sink in the jailer's residence; and of electric bells between different offices of the Court-House; furnishing the jail with wooden cabinets, tables and stools.

RIVIERE DU LOUP (Kamouraska):

Painting of a few offices; repairs to the floors in the jail's shower-stalls and to the domestic hot water system; plastering work.

The old concrete wall around the prisoners' yard was demolished to be replaced by a reinforced concrete wall with iron gate.

SHERBROOKE (Sherbrooke):

Court-House:

Repairs to the elevator; addition of sections to the book-cases in the Library; furnishing the Revenue's Office with a large cabinet . Installation of a few electric bells.

Jail:

Arrangement of a new boiler-room; renewal of the two boilers and of the domestic hot water system. In the basement were a larger room was excavated as well as an adjacent underground-space for a coal-cellar.

An annex was added to the jail for the jailer's residence: solid brick walls; wooden frames for the floors and the roof which was covered with galvanized iron sheets; inside plastered walls and hard wood floors. The contractor began his work in August 1939, and by March 1940 the house was terminated.

In the jailer's old residence (inside the jail) transformation works are actually progressing according to plans and specifications for the women's quarters. In this section will be found: two dark cells; the jailer's and guards' rooms; the women's cells and dormitory and the shower-stalls.

These transformations and improvements will have to be carried on to the other quarters in order to realise in this interesting building a well equipped jail where the plumbing and heating systems have been modernised.

ROBERVAL (Roberval):

Riveting a safety valve on the hot water reservoir.

ST HYACINTHE (St-Hyacinthe):

Repairs to the stokers; plastering and painting work .

STE ANNE DES MONTS (Gaspé):

Construction of an annex to the building acquired last year by the Department. This annex will house the men's cells, a general room, an office for the judge, a room for the lawyers and two toilet-rooms. Simultaneously, improvement works were carried on in the old building for the arrangement of the women's section, and the modernisation of the plumbing and heating systems; as for the electric system all the conducts and circuits were installed ready to be connected to a distribution plant.

The room of the Superior Court was enlarged: joinery work, plastering and painting.

ST JEAN (Iberville):

The restauration of the interior of the Court-House building was achieved during the year, and contracts were awarded for the furnishing of the court-rooms and offices, for the manufacturing of a book-cases for the Library-room; for the installation of lighting-fixtures, counters, wooden cabinets in various offices and vaults.

The transformation works in the jail was begun during May: replacement of the wooden floors by concrete slabs and terrazzo, and of the old plumbing system and toilet accessories; general repairs to plaster work; window-sashes, in order to obtain a better ventilated interior and easy to keep clean by the use of the adequate materials.

ST JEROME (Terrebonne):

Repairs to the jurors' benches and chairs; addition of a hand-rail in two staircases and of a railing at the main-entrance. Painting in the Registrar's office. Execution of wooden cabinets in the Prothonotary's vault.

ST JOSEPH (Beauce):

Installation of stokers on the heating system, of a lavatory in the main-hall. Repairs to the wrought-iron fence around the Court-House's ground and to the roof.

SOREL (Richelieu):

Pointing work on the masonry wall and in a few places in the brick walls of the building. Repairs to the heating system, and to a jail's window-grating. Painting work in the jailer's residence; plastering; and repairs to the gutters.

SWEETSBURG (Bedford):

Construction of a septic tank; repairs to the electric system and to the roof. Fixation of hand-rail in the public staircase.

THREE RIVERS (Three Rivers):

Execution of a counter with wooden railing in the Prothonotary's public office; general repairs to the heating and plumbing systems, and ordinary maintenance repairs to both buildings: Court-House and Jail.

VALLEYFIELD (Valleyfield):

Painting in the Prothonotary's office. Arrangement of the Liquor Commission's Police's offices in the basement; execution of wooden cabinet in the jurors' room and renewal of the wood floor in two rooms.

Pointing work on the masonry wall, the wooden gate of which was replaced by two heavy metal doors.

VILLE MARIE (Temiscaming):

Repairs to motor on the refrigerator.

— B —

PARLIAMENTARY AND PUBLIC BUILDINGS.

MONTREAL:

Government Buildings:

Plastering work; painting of offices; repairs to the heating, plumbing and electric systems.

Repairs to all kinds of wood-work: furnishings, windows doors, etc., by the regular staff, with a few exceptions, viz: the consolidation of a floor-frame; the replacement of a boiler; the arrangement of a toilet room; repairs to a roof and to two skylights; pointing on the "east" and "south" façades; alterations in a few offices of the Board of Examiners of Electricians; laying on a floor-covering, etc.

The Morgue:

Execution of cupboards, cabinets, etc.; and painting work.

QUEBEC:

Parliament Buildings:

During the past year, in the buildings denominated "A", "B", "C", "D", "E", the regular staff of the various shops took care of nearly all the considerable maintenance work: repairs to the electric, plumbing and heating systems, repairs which gradually constitute improvements by the addition of more adequate accessories or fixtures for better convenience and better lighting.

On the electric system, particularly, we have realised a very important improvement: the renewal of the transformers and the main switchboards of the system for buildings "A", "B", and "C"; and for this purpose we have built a little annex, next to the Café in the interior yard.

The joinery shops, besides taking care of the various repairs to wood-work in general, were also busy with the execution of furnishings: tables, cabinets, etc.

The regular staff of the Department was also called upon for general repairs to buildings recently purchased:

The Painchaud house, 110-112 St-Eustache St.

The Dery house, 2-2 $\frac{1}{2}$ Corner Ste-Julie and St-Eustache, where, as in the Parliament Buildings, alterations and improvements were realised to the plaster walls, to the plumbing heating and electric systems; repairs to wood floors, protected thereafter with a floor-covering.

To outside contractors were given: the repairs to the elevators; the execution of two sculptured wooden chairs for the Orator of the Legislative Assembly: one for the Orator who retired from office in 1936, and the other for the actual Orator, in replacement for the chair given to the Orator in office during the years 1936-1939; the cleaning and painting of the oil tanks on the heating system of the buildings D and E; the repairs to the boilers' brickwork in the two main boiler-rooms; and a few wooden partitions in building "E".

Workmen Compensation Board:

Painting, plastering work; wooden cabinets, tables; repairs to the heating, electric and plumbing systems by the regular staff of the Department.

A contract was also awarded for the renewal of the galvanised sheet covering of the roof on the main building.

Provincial Museum:

Repairs to the elevator; the excavation work in the basement in the "east" end, was resumed, and now partitions will have to be erected according to needs. Also general repairs to the plumbing system.

SPENCERWOOD:

All the ordinary maintenance work was practically taken care of by the local staff: woodwork and painting.

— C —

MONTREAL:

Fine-Arts School:

Painting: redecoration of the walls and ceiling in large class-room and in administration's office.

Plumbing: repairs to fixtures in one of the toilet-rooms.

Jacques Cartier Normal School:

Plastering and painting work.

QUEBEC:

Domestic Arts School:

Painting of the interior; addition of a partition and alterations to the porch at the rear entrance. Repairs to gutters and to the plumbing system.

Fine-Arts School:

Painting work; laying on floor-coverings; renewal of the lighting fixtures in a few class-rooms; repairs to the heating system and connection of a new boiler to improve the heating system in the Director's and in the Janitor's residences.

Laval Normal School:

Ordinary maintenance work on the heating, plumbing and electric systems; painting and laying on floor-coverings, etc.

Installation of a fire-escape.

— D —

Register Offices and Morgues:

To insure proper application of the regulations in regard to morgues we have made visits to morgues at Val-d'Or, St-Romuald, Levis, Pont-Rouge and Amos.

Office Buildings (Government's Properties):

at Buckingham:

Putting in fly screens in windows; execution of wooden cabinets for the Health Department; installation of drainage on two sides of the foundations; painting the outhouses.

at Three-Rivers:

Improvement work to the Revenue's vault in the basement.

at Lauzon:

We have prepared the necessary details and specifications in regard to repairs and improvement work at the Arts and Trades School in Lauzon, which were carried out by the Department's staff, with the exception of the plumbing and electrical work.

at Farnham:

Cleaning of the heating system; repairs to the fence at the back of the property; repairs to the cement staircase of the main-entrance of the Health Unit.

TOLL HOUSES:

In collaboration with the Maintenance Service of the Bridges Department we have, during the present year, according to our plans and specifications, realised two huts in addition to the toll-house at the entrance of the Mercier Bridge.

MISCELLEANOUS:

Our services were also required in different cases, viz:

- a) for the inspection of an annex recently built at Three-Rivers' Technical School.
- b) Plans and specifications for the alterations and general repairs to the Labor Department's offices in the city were drafted and the work, executed by hired labor, was supervised by one of the Department's foremen.
- c) For the Information Bureau of Tourist's Office at Monseur's Building, Ste-Anne St., we have also prepared all the plans and details and supervised the execution of the work.
- d) In matters pertaining especially to electricity, the engineer of the Architect's Department was called upon to draft the specifications and to supervise the alterations and improvements to the electric system of the Technical School in Montréal; and also for the inspection of heating and electrical systems at the Juvenile Court, at the Botanical Garden; at the "L'Aide à la Femme" institution in Montreal; and at the Aeroplane School in Cartierville.

RENTING-OF-OFFICES SERVICE

The renting of offices in the different localities of the Province for various branches of the Provincial Government, having been centralised at the Public Works Department, an officer of the Architect's Staff was intrusted with the compilation of all the documents, and with the visit to the numerous rented premises.

The report, by Mr. Paul Boileau, of the activities of this new created bureau is comprised in the following chapters:

In february 1940, by a decision of the Executive Council the administration and the renting of offices for the various departments were united into one and only service: The Renting of Offices.

The compilation of leases and all other documents: written engagements, etc., was first looked upon, and by April we could furnish an agenda of all the necessary details, enabling us to establish a monthly pay-role for the amounts agreed upon: the rents; the cost for the heating and lighting, and maintenance of the premises. We have succeeded on due time to renew the renting contracts which, in few instances, were expired, obtaining a lower rent when possible; and we have endeavoured after the centralisation of various offices in one and only house in different localities.

During that period of time we have renewed leases to the number of two hundred and thirty. The tenants of these rented premises are: The Department of Agriculture; of Labor; of Health; of Mines and Fisheries; of Lands and Forests; of Roads; of Colonisation; of the Revenue; of the Attorney-General; of Municipal Affairs, Commerce and Industry; and of the Executive Council.

Follows a synoptic table of the distribution of offices in the localities of the Province:

County	Number of Rented Premises	County	Number of Rented Premises.
Abitibi	13	Levis	3
Argenteuil	2	Labelle	2
Arthabaska	2	Lotbinière	1
Bagot	1	Maskinonge	2
Beauce	4	Matapedia	4
Beauharnois	1	Megantic	6
Bellechasse	3	Missisquoi	1
Berthier	4	Matane	2
Bonaventure	6	Montcalm	3
Brome Missisquoi	1	Montmagny	1
Champlain	3	Montreal	20
Charlevoix	4	Nicolet	4
Chicoutimi	7	Pontiac	1
Compton	4	Portneuf	2
Chateauguay	2	Papineau	1
Chambly	1	Quebec	20
Drummond	2	Richelieu	3
Dorchester	1	Richmond	4
Two Mountains	1	Rimouski	5
Gaspe	2	Saguenay	2
North Gaspe	4	St Hyacinthe	4
South Gaspe	1	Sherbrooke	6
Gatineau	1	Soulange	1
Huntingdon	1	Stanstead	1
Hull	8	Shawinigan	1
Iberville	4	Temiscaming	10
Magdalen Islands	1	Temiscouata	4
Joliette	2	Terrebonne	7
Kamouraska	3	Three-Rivers	4
Lake St-John	4	Vaudreuil	2
Assumption	3	Wolfe	1
Laviolette	4	Shefford	1

(The Architects' Department)
by Leopold Fontaine
architect.

CHAPTER III
FIRE PREVENTION
Report of the Fire Commissioner

Quebec, June 30th, 1940.

To the Honourable T.D.Bouchard,
Minister of Public Works,

Q U E B E C .

Sir,

I have the honour to submit my annual report in conformity with the Fire Prevention Act (R.S.Q. 1925, chap. 180).

During the past year, a large number of Corporations asked for help to protect their ratepayers against fire but the modicity of the budget at your disposal, for fire prevention purposes, would not allow the granting of these requests, because of this, many necessary improvements had therefor to be delayed to a later date.

However, 35 Corporations succeeded in finding the required funds and were able to instal a fire protection system or improve the one they had, and that, with the help of the grants which were awarded them in virtue of article 11 of the Act and which are shown in the table below:-

<u>Corporation</u>	<u>County</u>	<u>Grant</u>
Andreville	Kamouraska	\$ 990.35
Aylmer	Gatineau	250.00
Baie Comeau	Saguenay	2,037.50
Berthier	Berthier	422.37
Black Lake	Megantic	639.75
Boucherville	Chambly	1,100.69
Chambly Canton	Chambly	573.42
Grandes Bergeronnes	Saguenay	1,000.00
Kilkenny Canton	Montcalm	230.00
Lachute	Argenteuil	525.00
La Station du Coteau	Soulanges	600.00
L'Enfant-Jesus	Beauce	280.19
Lennoxville	Sherbrooke	322.96
Linieres	Beauce	574.48
Lyster	Megantic	131.25
Magog	Stanstead	1,500.00
Melbourne	Richmond	3,415.11
Montmorency	Quebec	1,000.00
Plessisville	Megantic	1,190.50
St. Angele de Merici	Matane	164.41

CHAPTER III (2)

St. Ann de la Pocatiere	Kamouraska	1,469.10
St. Constant	Laprairie	262.50
St. Gabriel de Brandon	Berthier	3,106.00
St. George East	Beauce	4,070.13
St. Helene	Kamouraska	859.22
St. Jean Port Joli	L'Islet	1,465.05
St. Marie	Beauce	157.50
St. Michel de Mistassini	Roberval	7,250.00
St. Roch de l'Achigan	L'Assomption	157.50
St. Therese	Terrebonne	230.00
Shefford West	Shefford	2,286.50
Sutton	Brome	315.00
Varennes	Vercheres	566.25
Warwick	Arthabaska	1,799.93
Waterloo	Shefford	<u>2,512.50</u>

Total:- \$ 43,275.16

The work of standardizing hose coupling threads of fire protection systems in the Province was further continued this year and 9 Corporations took advantage of the law to adopt the provincial standard. They received for this purpose the amounts shown below:-

<u>Corporation</u>	<u>County</u>	<u>Grant</u>
Boucherville	Chambly	\$ 57.11
Longueuil	Chambly	146.75
Montreal South	Chambly	59.62
St. Ann de la Pocatiere	Kamouraska	344.67
St. Hyacinth	St. Hyacinth	461.63
St. Lambert	Chambly	375.00
St. Marie	Beauce	218.00
Shefford West	Shefford	23.50
Warwick	Arthabaska	<u>135.12</u>

Total:- \$ 1,821.40

This year, the necessity for uniformity of fire department hose threads is specially felt because of the establishment, in various places in the Province, of aviation centers in which a certain number of buildings require fire protection.

It is desirable that the Corporations, of which I mentioned the names in my previous report, adopt as soon as possible the standard hose thread and thus avoid being the cause of serious conflagrations.

In spite of all his good will, it was impossible for the Inspector-Instructor to visit all the municipalities which have received a grant in virtue of the Law. The large distances which he was obliged to cover, the ever increasing length of time required by each inspection forced him to delay until next year the visit of approximately one third of these municipalities. Experience has shown us,

however, that it would be most desirable that these inspections be followed up relentlessly and, when financial conditions will permit, it will be in the general interest that this work be accomplished by two inspectors.

This year again we obtained very encouraging results in fire prevention work. The place occupied by the Province of Quebec in the International Fire Prevention Week Campaign proves this without any doubt.

The Investigators inquiring into fires of suspicious origin were obliged to perform a work which deserves great credit. The figures shown in the following table require no comments.

Statement of inquiries for the period between July 1st, 1935 and June 30th, 1940.

	<u>1935</u> <u>1936</u>	<u>1936</u> <u>1937</u>	<u>1937</u> <u>1938</u>	<u>1938</u> <u>1939</u>	<u>1939</u> <u>1940</u>	<u>1935</u> <u>1940</u>
Inquiries continued	131	103	119	203	247	131
New inquiries	119	83	121	135	111	569
Total:-	<u>250</u>	<u>186</u>	<u>240</u>	<u>338</u>	<u>358</u>	<u>700</u>

The inquiries finished gave results as follows:

Inquiries found to be unnecessary after preliminary investigations	9	2	0	2	2	15
Accidental origin	24	21	9	29	26	109
Unknown origin	72	26	16	37	23	174
Person unknown	2	0	1	1	1	5
Insufficient proof	31	6	3	18	12	70
Criminal origin	9	12	8	4	4	37
Total:-	<u>147</u>	<u>67</u>	<u>37</u>	<u>91</u>	<u>68</u>	<u>410</u>
Inquiries unfinished	103	119	203	247	290	290
Accusations made	12	11	15	6	8	52
Guilty	8	3	6	6	9	32
Witnesses sworn	632	504	439	401	368	2344
Persons questioned but not sworn	1445	1177	1063	930	720	5285

The reports which were sent to us by the Fire Insurance Companies, the adjusters and the municipal authorities show the following facts concerning losses caused by fire during the year 1939:-

Total property loss	\$ 9,333,500.00
Total loss, covered by insurance	\$ 7,443,410.30
Total loss, not covered by insurance	\$ 1,890,089.70
Number of fires with a loss of more than \$10,000.00 each	147
Total loss caused by these fires	\$ 5,149,215.00

CHAPTER III (4)

Number of claims reported by Insurance Companies where the loss was under \$25.00		13,542
Total amount of these claims	\$	140,089.10
Number of fires of unknown origin		1,594
Total loss caused by these fires	\$	9,193,410.90
Number of fires reported		7,203
Fatalities caused by fire during the year		34
Number of persons injured by fire during the year		190

It seems to me that a mere reading of these figures is sufficient to convince us of the fact that nothing should be neglected to reduce these losses.

Respectfully submitted,

Ernest Lavigne

Provincial Fire Commissioner.

CHAPTER IV

RAILWAYS

Report of the Director of Railways

Quebec, June 30th, 1940

Honourable T. D. Bouchard,
Minister of Public Works,
Quebec.

Sir,

In my capacity as Director of Railways for the Province of Quebec, I have the honour to submit my annual report for the period from the 30th of June 1939 to 30th of June 1940.

There is nothing relatively important to mention concerning the railway activities although, during the last Session, the railway law has been amended (4 Geo. VI, ch. 65) and the charter of The Roberval and Saguenay Railway Company has also been amended by the same statute, chapter 127, and this in view of extending until the 24th of March 1945 the delay for continuation and completion of work.

Regarding the subsidies of all kinds granted or paid to the various railway companies, all information will be found in the annual report of 1939; a modification has however been brought to table "B" and it is noted in the annual report of 1932.

We think it is interesting to reproduce hereafter the table "F" which gives the length of railway lines in miles constructed and in operation, or ready to be put into operation on the 31st of December 1939. We attribute the decrease in the mileage of railways since a few years to the economical conditions and to the circulation on our different highways of all kinds of motor vehicles.

Respectfully submitted,

IVAN E VALLEE

Director of Railways.

TABLE "F"

LENGTH OF RAILWAYS BUILT OR IN OPERATION OR READY TO BE OPENED TO
TRAFFIC IN THE PROVINCE OF QUEBEC, TO 31st DECEMBER 1939.

		Distance in miles	Sub total miles	Total miles	Grand total miles
A) CANADIAN NATIONAL RAILWAYS:					
1.- Canadian Government Railways:					
Intercolonial Ry.	From interprovincial boundary near Matapedia to Pointe Levis	292.65			
	Hadlow to Charny	5.77			
	St. Charles to West Junction	16.73			
	Jeffre to Junction with N.T.R. at mile 1.46 bridge subdivision	1.42			
	Chaudiere to Ste. Rosalie Jct	115.96			
	St-Leonard to Nicolet	14.25	446.78		
Lotbiniere & Megantic	Villeroy to Parisville	13.12			
	Parisville to Deschailons - 3.54 miles operation discontinued		13.12		
National Transcontinental Ry	From interprovincial boundary near Courchesne to Diamond Jct	199.03			
	Junction with Intercolonial Ry at mile 1.46 Bridge subdivision				
	to Cadorna via Bridge and Cap Rouge	9.79			
	Connection to C.N.Q.R. at Allenby Jct.	21.19			
	St. Marc to Interprovincial boundary near La Reine	455.19			
	Y at Cap Rouge	0.18			
Taschereau to mile 1.07 Rouyn subdivision	1.07	686.56			
Quebec & Saguenay Ry	St. Joachim to Cap Tourmente (leased from Q.R.L.&P. Co.)	5.08			
	Cap Tourmente to Nairn Falls	61.71	66.79		
National Transcontinental Branch Lines Co.	(Leased to Can. Govt Rys.) Mile 1.07 Rouyn subd. near Taschereau to Noranda)	43.55	43.55	1,256.80	
2.- Canadian National Ry:					
Canadian National Ry.	Kasil to Lac Remi	2.40			
	La Dore to Dolbeau	25.31			
	Oka Jct to Calumet Beach	4.45			
	Senneterre to Noranda	100.40	132.56		

TABLE "F" (2)

		Distance in miles	Sub total miles	Total miles	Grand total miles
Grand Trunk Ry	From international boundary at Norton to St. Henri East Jct	129.76			
	Pointe Levis to Hadley	0.95			
	Charry to Richmond	88.71			
	Victoriaville to Des Ormeaux	35.72			
	West leg of Y at St. Henri	0.35			
	Bonaventure Station, Montreal, to interprovincial boundary at River Beaudette	45.09			
	Connection to C.P.R. at Dorval	0.24			
	Bresseau to international boundary at Fort Covington	61.56			
	St. Lambert to international boundary at Rouse's Point	40.18			
	Connection with C.W.Ry at St. John's	0.03			
	Hemmingford to St. Isidore Jct.	21.29			
	Y at Gantic	0.24			
	Y at Ayrness	0.22			
	Turcot to Eastern Jct.	9.79			
	From international boundary near East Alburgh to interprovincial boundary west of Ste. Justine (Formerly Canada Atlantic Ry)	66.48			
	Ste. Martine to Beauharnois (former Beauharnois Jct.)	<u>5.90</u>		506.51	
	Quebec Oriental Ry.	(Formerly Atlantic and Lake Superior Ry)			
	Matapedia to Paspebiac West	<u>100.09</u>		100.09	
Atlantic, Quebec & Western Ry.	Paspebiac to Gaspé	<u>102.16</u>		102.16	
Quebec, Montreal & Southern Ry	Fortierville to St. Gregoire -27.48- operation discontinued	20.85			
	St-Gregoire to Pierreville	0.28			
	Y at St Gregoire	61.41			
	Pierreville to St. Lambert (formerly South Shore Ry)	31.10			
	Bellevue Jet to St. Hyacinthe (formerly United Counties Ry)	0.94			
	Lemoyne to Bredies	<u>0.33</u>		114.91	
	Connection at Nicolet				
Stantead, Shefford & Chambly RR. (leased to Can. Nat. Rys)	Meigs to Waterloo	28.35			
	St. Charles St. to Clough Jct., Granby (See Montreal & Southern Counties Ry.)				
	Granby loop (See Montreal & Southern Counties Ry)			<u>28.35</u>	

TABLE "F" (3)

		Distance in miles	Sub total miles	Total miles	Grand total miles
Montreal & Province Line Ry	(Leased to Can. Nat. Rys) M. & S.C. Jct. to St. Cesaire (See Montreal & Southern Counties Ry) Ste. Agnes to Marieville (See Montreal & Southern Counties Ry)			984.58	
3.- Canadian Northern Ry:					
Quebec & Lake St. John Ry	Quebec to Chicoutimi Chamberd to Roberval Hotel Jct to Lac St. Joseph Y at Hotel Jct	227.25 13.32 0.62 <u>0.14</u>	241.33		
James Bay & Eastern Ry	Roberval to La Dere	<u>18.75</u>	18.75		
Canadian Northern Quebec Ry	Limoileu to Junction with N.T.R. at Allenby Junction with N.T.R. near Donnacona to St. Marc St. Prosper to Garneau Grand'Mere to mile 29.53 Grand'Mere subd. Fresniere to Papineau St. Jacques to Rawden Rinfret to mile 43.22 Montfort subd. near St. Sauveur Y at Joliette Y at Rinfret Intervale to Kasil Grenville to interprovincial boundary	4.90 18.26 17.98 7.79 12.66 9.00 14.95 0.43 0.28 9.07 <u>0.32</u>	95.64		
Chateauguay & Northern Ry	Joliette to Montreal Paradis to St. Jacques	36.21 <u>6.77</u>	42.98		
Great Northern Ry	Riviere a Pierre to the junction between former Great Northern Ry and Lower Laurentian Ry n'r Herouxville (formerly Lower Lauren- tian Ry) Junction between former Great Northern Ry and Lower Laurentian Ry near Herouxville to Garneau Garneau to Grand'Mere	34.88 5.31 3.76			

TABLE "F" (4)

		Distance in miles	Sub total miles	Total miles	Grand total miles
Great Northern Ry (continued)	Mile 29.53 Grand'Mere subdivision to Joliette	49.80			
	Joliette to Cushing Jct.	61.58			
	Mile 43.22 Montfort subd. near St. Sauveur to Huberdeau (formerly Montfort Colen. Ry.)	<u>30.25</u>	185.58		
Mount Royal Tunnel & Terminal Co.	Montreal Tunnel Terminal Sta. to Junction with Can. Nor. Ont. Ry at mile 5.82 Mount Royal subdivision	<u>5.82</u>	5.82		
Canadian Northern Ontario Ry.	Junction with Mount Royal Tunnel & Terminal Co's Ry at mile 5.82 Mount Royal subdivision to Cartierville	2.37			
	Val Royal to Grenville	46.01			
	Interprovincial boundary at Pontiac to interprovincial boundary at Portage du Fort	<u>22.30</u>	<u>70.68</u>	<u>660.78</u>	
	Grand Total Can. National Railways				2,902.16
4. Central Vermont Ry (Controlled by Canadian National Rys and operated as a separate concern):					
Montreal & Vermont Jct. Ry	St. John's to international boundary	<u>25.33</u>			25.33
5.- Montreal & Southern Counties Ry (Electric and controlled by Can. Nat. Rys and operated as a separate concern)					
Montreal & Southern Counties Ry	Montreal Youville St. to Mc Gill St.	0.14			
	McGill St. to west end of Victoria bridge	1.41			
	Victoria Bridge	1.33			
	East end of Victoria Bridge to St. Helen St., Montreal South	2.51			
	East End Jct. St. Lambert to M. & S.C. Jct.	3.25			
	St. Cesaire to St. Charles St. Granby	<u>15.33</u>	23.97		
Stantead, Shefford & Chambly RR.	(sub-leased from Can. Nat. Rys)	0.33			
	St. Charles St. Granby to Clough Jct. Granby	<u>0.13</u>	0.46		
	Granby Loop				

TABLE "F" (5)

		Distance in miles	Sub total Miles	Total miles	Grand total miles
Montreal & Province Line Ry	(sub leased from Can. Nat. Rys) M. & S. C. Jct. to St. Cesaire Marieville to Ste. Angele	25.21 <u>3.49</u>	<u>28.70</u>		
Total of M. & S.C. Railway					53.13 ⁽¹⁾
(1) This mileage is included in the Electric System.					
B) CANADIAN PACIFIC RAILWAY SYSTEM (C.P.R.):					
1.- Atlantic & North West Ry	From St. Lawrence River Bridge (South end) to Farnham Brookport to Lennoxville INTERNATIONAL RY From Lennoxville to the Maine border	35.7 <u>60.1</u> <u>81.0</u>	95.8 <u>81.0</u>	176.8	
2.- Montreal & Atlantic Ry (formerly South Eastern Ry)	From the international boundary, near Abercorn, to Farnham West From the international boundary, near Missisquoi, to international boundary at North Troy From Enlaugra to Drummondville LAKE CHAMPLAIN & ST LAWRENCE JCT RY Stanbridge to St. Guillaume	32.1 <u>10.7</u> <u>59.2</u> <u>60.6</u>	102.0 <u>60.6</u>	162.6	
3.- Joliette & Brandon Ry (formerly Montreal & Lake Maskinongé)	From the Jct of C.P.R. at St Felix de Valois to St Gabriel de Brandon			11.1	
4.- Quebec, Montreal, Ottawa & Occidental	From Montreal, Place Viger, to the interprovincial boundary near Bread St., Ottawa St. Jerome Branch (Ste. Therese to St. Jerome)	119.2 <u>13.3</u>		132.5	
5.- Laurentian Ry	St. Lin Branch (St. Lin Jct. to St. Lin)			15.2	
6.- St. Eustache Ry	St. Eustache Branch (Ste. Therese to St. Eustache)			6.0	
7.- North Shore Ry	Quebec to St. Martin Jct. Berthier Branch (Berthier to Berthierville) Piles Branch (Cap de la Madeleine to Grandes Piles) Joliette Branch (Lanoraie to St. Felix de Valois)	159.8 2.1 <u>27.0</u> <u>16.7</u>		205.6	

TABLE "F" (6)

		Distance in miles	Sub total miles	Total miles	Grand total miles
8.- Ontario & Quebec Ry	Windsor Station to the Ontario boundary	46.8			
	Mile End switch to St. Lawrence River (including bridge)	8.9			
	Ballantyne to Luc Jct.	2.1			
	Lasalle loop at Highlands to Power Jct. on South Bank Branch	4.5			
	Breslay to Outremont	1.3			
	Montreal West to North Jct.	1.1			
	Montreal West to South Jct.	<u>1.0</u>			65.7
9.- Montreal & Ottawa (formerly Vaudreuil & Prescott)	Vaudreuil to interprovincial boundary	21.5			
	Mando to Pointe Fortune	<u>6.8</u>			28.3
					37.3
10.- Orford Mountain Ry	Windsor Mills to Eastray				
11.- Ottawa, Northern & Western Ry	OTTAWA & GATINEAU VALLEY RY	80.9			
	Hull to Maniwaki				
	PONTIAC & PACIFIC JCT RY	<u>79.4</u>			160.3
	Interprovincial boundary to Waltham				66.9
12.- Montreal & Western Ry	St. Jerome to Labelle				4.7
13.- Glengarry & Stormont Ry	Soulanges to interprovincial boundary				
14.- Lake Temiscamingue Colonization Ry.	From interprovincial boundary at Mattawa to Kipawa				44.8
15.- Interprovincial & James Bay Ry	From Gendreau to Angliers	69.1			
	Ville Marie Branch (Gabeury to Ville-Marie)	<u>7.6</u>			76.7
16.- Le Chemin de Fer de Colonisation du Nord	Labelle to Mont-Laurier				58.2
					26.9
17.- St. Maurice Valley Ry	Three Rivers to Grand'Mere				1.5
18.- Canadian Pacific Ry	Wolfe's Cove branch (Cadorna to Wolfe's Cove wharf)				23.0
19.- Hereford Ry	Cookshire to Malvina				

TABLE "F" (7)

	Distance in miles	Sub total miles	Total miles	Grand total miles
20.- Quebec Central Ry. (under lease by Canadian Pacific Railway Co.)				
Main line (Sherbrooke to Diamond Jct.)	129.6			
Megantic Branch (Tring Jct to Megantic)	59.2			
Chaudiere Branch (Valley Jct to Lac Frontiere)	79.1			
Levis Branch (Scott Jct to Harlaka Jct on C.N.R.)	<u>27.5</u>	295.4		
BOSTON & MAINE RR. ; MASSAWIPPI VALLEY RY				
Leased to Quebec Central Ry since 1st June 1926 and operated by this company				
Passumpsic division				
From Jct with Grand Trunk (C.N.R. at Lemmerville to international boundary near Beebe Jct.)	32.0			
Stantead Branch (Beebe Jct to Stantead)	<u>4.1</u>	<u>36.1</u>	331.5	
Grand total C.P.R.				1,635.6
C) NAPIERVILLE JUNCTION RY				27.11
From border line at Reuse's Point to Delson Jct.				
D) CANADA & GULF TERMINAL RY (former Matane & Gaspé)				
Mont-Joli to Matane	35.80			
Matane to Hammermill (extension)	<u>2.30</u>			38.10
E) TEMISCOUATA RAILWAY				69.28
Riviere du Loup to the New Brunswick boundary				
F) NEW YORK CENTRAL : ST. LAWRENCE & ADIRONDACK RY				
From junction with Canada Atlantic (C.N.R.) near Valleyfield to the border line in the direction of Malone N.Y.	20.04			
Valleyfield to Adirondack Jct.	<u>26.52</u>			46.56
G) THE MISSISQUOI STONE & MARBLE CO. LTD (Phillipsburg Jct & Quarries Ry)				
From Jct with Central Vermont at Stanbridge to Phillipsburg (7.00 miles - operation discontinued)				
H) GULF PULP & PAPER COMPANY				9.00
(Formerly North Shore Power Ry & Navigation Co.) From Baie des Sept Iles to Clarke City				

TABLE "F" (8)

	Distance in miles	Sub total miles	Total miles	Grand total miles
I) THE ROBERVAL & SAGUENAY RAILWAY COMPANY (Old Ha! Ha! Bay Railway)				
Passenger Sta. Arvida to Port Alfred (main line)	20.27			
Deschenes River to Racine (extension)	3.47			
Passenger Sta. Arvida to Kenogami (extension)	3.2			
LaBrosse Jct to Chicoutimi Le Bassin (branch)				
(3.3 miles operation discontinued)				
Laterriere Jct to Laterriere (branch)				
(6.6 miles operation discontinued)				
Laterriere to Portage des Roches (branch)				
(5.4 miles operation discontinued)				
Port Alfred to St. Alexis de Grande-Baie (branch)	1.2			
Port Alfred to Bagotville (branch)	<u>0.9</u>			29.04
J) THE ALMA & JONQUIERES RAILWAY COMPANY:				
From the Saguenay Power Jct with C.N.R. near Hebertville to Isle Maligne				10.30
K) NIPISSING CENTRAL RY (T. & N.O.)				
From Ontario boundary to Noranda				<u>26.67</u>
GRAND TOTAL STEAM RAILWAYS				4,819.15
ELECTRIC RAILWAYS:				
a) Montreal & Southern Counties Ry (controlled and operated by C.N.R.)			53.13	
b) Quebec Ry. Light & Power Co.	MONTMORENCY DIVISION (Former Quebec, Montmorency & Charlevoix)			
	Quebec to St. Joachim		30.83	
	QUEBEC DIVISION			
	Tramway lines within the limits of the City of Quebec		21.82	
	(Autobusses have replaced tramways in the limits of the county of Quebec)			52.65
c) Montreal Tramways Co.	Main line, single track		265.031	
	Sidings		2.869	
	Branches		1.267	
	Car barns		<u>22.527</u>	291.694
			<u>26.663</u>	

TABLE "F" (9)

		Distance in miles	Sub total miles	Total miles	Grand total miles
d) Levis Tramways Co. (formerly Levis County)				11.50	
e) The Shawinigan Falls Terminal Ry	Main line owned	.3608			
	Right of way	<u>3.0297</u>	3.3905		
	Sidings owned	1.6502			
	Right of way	<u>7.1078</u>	<u>8.7580</u>	12.1485	
f) The Hull Electric Company	(Interprovincial boundary to Aylmer, 12 miles, acquired by the International Paper Co.)			<u>13.61</u>	
Total for electric railways					<u>434.7325</u>
Grand total for all railways					5,253.8825

IVAN E. VALLEE

Director of Railways

Department of Public Works

Quebec, June 30th, 1940

N.B. For abandoned sections, see previous reports.

CHAPTER V

TOLL BRIDGES AND TURNPIKE ROADS

Report of the Director

Quebec, June 30th, 1940.

Honourable T. D. Bouchard,
Minister of Public Works,
QUEBEC.

Sir,

In my capacity as Director of Toll Bridges and Turnpike Roads, I have the honour to submit my annual report for the year 1939-40.

ABOLITION OF TOLLS

As in previous years, I take the liberty of referring you to preceding reports, and particularly to that of 1925, regarding bridges and turnpike roads on which tolls have been abolished. I must mention that there is no more turnpike roads existing in this Province.

However, by order in council No. 2412, of June 25th, 1940, tolls have been abolished on Taschereau bridge, between Vaudreuil and Isle Perrot; Yamaska bridge, between Yamaska-East and Yamaska-West; and David Laperriere bridge, between St. François du Lac and Pierreville, and this, from July 1st, 1940.

IMPOSITION OF TOLLS

By the Act 4 Geo. VI, ch. 33, sanctioned June 22nd, 1940, concerning Plessis-Belair and de Bellefeuille bridges, and by the Act 4 Geo. VI, ch. 35, sanctioned the same day, concerning Ste-Anne de la Perade bridge, you have been authorized to arrive at an understanding with the owners of these bridges for their acquisition by the Government, and, in fact, an arrangement was made with each of the proprietors for taking possession of these bridges on July 1st, 1940.

Moreover, by the Act 4 Geo. VI, ch. 36, the David bridge, over des Mille-Iles river, between the Municipalities of St. Louis de Terrebonne and Ste-Rose de Leval, has been declared a public work.

By order-in-council No 2412 of June 25th, 1940, the Province has been authorized to impose tolls on the four above mentioned bridges, as well as on Bout de l'Île bridge between Pointe-aux-Trembles and Repentigny, and this from July 1st, 1940.

CHAPTER V (2)

By the above mentioned Acts and order in council, the Government will thus, on July 1st 1940, operate thirteen of the toll bridges of this Province, as follows:

Galipeault bridge, over Ottawa river, between Ste. Anne de Bellevue and Isle Perrot;

Batiscan bridge, at Batiscan, on Quebec-Montreal highway;

Turcotte bridge, over Richelieu river, between Sorel and St. Joseph de Sorel;

Chicoutimi bridge, over Saguenay river, between Chicoutimi and Ste. Anne de Chicoutimi;

Mgr Ross bridge between Gaspé Village and Gaspé Harbour;

Island of Orleans bridge between Montmorency Village and Island of Orleans;

Quebec bridge between Ste. Foye and St. Nicolas;

Ste. Anne bridge at Ste. Anne de la Perade;

Plessis-Belair bridge between Ste. Rose de Laval and Ste. Thérèse de Blainville;

DeBellefeuille bridge at St. Eustache;

David Bridge between Ste. Rose de Laval and St. Louis de Terrebonne;

Bout de l'Île bridge between Pointe aux Trembles and Repentigny;

Honore Mercier bridge between Ville Lasalle and Caughnawaga (this bridge is administered by La Corporation du Pont du Lac St-Louis).

TARIFF OF TOLLS

The different tariffs of tolls in force on our bridges have been annulled and rescinded from July 1st 1940 by order in council No. 2412 of June 25th, 1940, and the tariff given hereafter will be put in force on all the toll bridges operated by the Province on July 1st 1940:

TARIFF

	<u>Single fare</u>	<u>Books of tickets</u>
Bicycles	.05	
Automobiles of 7 passengers or less	.50	Round trip the same day \$0.75 Night trip from 7.00 p.m. to 7.00 a.m. going and returning \$0.50 25 tickets for \$5.00 good only during the calendar year of their issue
Trucks:		
1 ton and less	.50	
2 tons and less	.75	
Over 2 tons and less than 5 tons	1.00	
Over 5 tons or trucks having more than 2 axles or specials	1.50	

CHAPTER V (3)

Farmers' trucks, license N, or farmers' automobiles transporting, for sale, the products of their farm of a value of at least \$10.	.15	25 tickets for \$2.50 good during the calendar year of their issue.
Farmers' trailers	.10	
Trailers 1 ton and less	.20	
Other trailers: at the tariff for trucks		
Motorcycles with or without side-car	.15	
Autobusses:		
Capacity of 16 passengers	.90	
Capacity of 21 passengers	1.10	
Capacity of 29 passengers	1.25	
Autobusses having a Quebec license which conduct at reduced rates but does not follow a fixed schedule, or excursions known as "Nowhere"	1.00	
Tractors of towing cars	1.00	
Monthly books for passenger automobiles only of a capacity of 7 passengers and less		60 tickets for \$3.00 good for all or part of the current calendar month of their issue but only on the bridge specified.

Tolls were collected throughout the year of Mgr Ross, Taschereau, Galipeault, Turcotte, Chicoutimi and Quebec bridges. On the other bridges, the collection was interrupted during the following period: Batiscan bridge, from December 29th, 1939, to April 10th, 1940; Yamaska bridge, from December 14th, 1939, to May 4th, 1940; Island of Orleans bridge, from December 30th, 1939, to April 25th, 1940. At David Laperriere bridge, the collection was discontinued on December 15th, 1939, but was not resumed at Spring.

OTHER TOLL BRIDGES

Besides the bridges operated by the Government, there are a few in the Province belonging to private corporations. We mention only those in which the Government is interested and on which the tariffs of tolls are subject to the approval of the Lieutenant-Governor in Council.

JACQUES CARTIER BRIDGE

This bridge connecting the City of Montreal with the south shore of the St. Lawrence river, at Longueuil, is operated by the National Harbours Board (Port of Montreal), and the Quebec Government contributes towards payment of the annual deficit.

CHAPTER V (4)

GRAND'MERE BRIDGE

This bridge is the property of the Corporation of the City of Grand'Mere and the Government contributes towards payment of annual deficit.

NAVIGATION

For navigation purposes, some toll bridges of the Government of the Province have movable spans. During the season of navigation 1939, these were opened for the passage of boats, as follows:

	<u>Opened for</u>		<u>Number of openings</u>	
			<u>Day</u>	<u>Night</u>
			7.00 a.m. to 7.00 p.m.	7.00 p.m. to 7.00 a.m.
Batisean bridge	<u>June 8th</u>	<u>Nov. 20th</u>	4	0
Sorel bridge	<u>Apr. 19th</u>	<u>Dec. 20th</u>	221	42
Yamaska bridge	<u>May 13th</u>	<u>July 8th</u>	2	2
Chicoutimi bridge	<u>Apr. 22nd</u>	<u>Nov. 27th</u>	72	30
Mgr Ross bridge, Gaspé	<u>May 1st</u>	<u>Dec. 18th</u>	511	186

Respectfully submitted,

IVAN E. VALLEE

Director of Toll Bridges and
Turnpike Roads.

CHAPTER VI
REVENUES AND EXPENSES

Statement of Revenues from 1st July 1939 to 30th June 1940

TAXES AND LICENCES:

Fire Prevention Act, S.R.Q.1925, c.180, $\frac{1}{2}$ of 1% of fire insurance premiums	46,284.41
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Toll Bridges:

Receipts	396,701.40		
Less: operating cost	118,675.08	278,026.32	324,310.73

SALE OF MATERIAL, etc.,:

Miscellaneous	1,912.15
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RENTS:

Chateau Frontenac, Quebec	760.60
Real Estate, Conroy, St-Amable and St-Eusta- che sts. Quebec	570.00
Health Unit, Farnham	780.00
Quebec Liquor Commission, Buckingham	750.00
Employment Bureau, Matane	385.00
Department of Agriculture, Buckingham	180.00
Insurance Bureau, Quebec	700.00
Youth Aid Act, Quebec	620.00
Montreal Tramways	100.00
Bell Telephone Co	77.00
Miscellaneous	131.00
	5,053.60

MISCELLANEOUS:

Casual revenue	4,282.69
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	\$ 335,559.17
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Statement of expenditures from 1st July, 1939, to 30th June 1940BUDGET EXPENDITURESMAINTENANCE of Public Buildings:

Maintenance of Legislative and Departmental buildings	\$ 451,088.17	
Spencer Wood	64,544.85	
Parliament Green Houses	26,989.25	
Cafe, Parliament Buildings	8,185.60	
Provincial Museum, Quebec	21,560.52	
Building "D"	29,832.94	
Building "E"	59,384.92	
Health Unit, Farnham	564.90	
Domestic Arts School, Quebec	527.62	
Fine Arts School, Québec	1,715.75	
Fine Arts School, Montreal,	773.50	
Arts and Trades School, Lauzon	4,614.53	
Workmen's Compensation Commission, building	840.00	
Government Buildings, Three Rivers	3,323.31	
Government Buildings, Buckingham	1,530.89	
Government Buildings, Matane	165.28	675,633.03
Cleaning	\$ 143,861.89	
Water rates on Government Buildings	28,332.38	
Travelling expenses	41,411.98	
Post Office, Parliament Buildings	9,350.50	
Normal Schools, repairs and maintenance	1,977.19	
Maintenance of Government Offices, Montreal	58,505.68	

Court Houses and Gaols, maintenance and repairs:

<u>District</u>	<u>County Seat</u>	
Magdalen Islands	Amherst	34.11
Abitibi	Amos	2,667.38
Arthabaska	Arthabaska	1,727.17
Beauce	St-Joseph	826.85
Pontiac	Campbell's Bay	852.08
Chicoutimi (Court House)	Chicoutimi	1,788.72
Chicoutimi (Gaol)	Chicoutimi	210.69
Hull	Hull	1,251.91
Joliette	Joliette	233.20
Saguenay	La Malbaie	462.55
Rimouski	Matane	46.94
Montcalm	Mont-Laurier	2,314.25
Montmagny	Montmagny	84.06
Montreal (Morgue)	Montreal	247.31
Montreal (Court House)	Montreal	21,677.99
Montreal (Men Gaol)	Montreal	17,985.05
Montreal (Women Gaol)	Montreal	9,758.47
Gaspé	New-Carlisle	1,089.12
Gaspé	Perce	1,337.46
Gaspé	Ste. Anne des Mts	627.20
Quebec (Court House)	Quebec	2,106.62
Quebec (Men Gaol)	Quebec	14,352.66
Quebec (Women Gaol)	Quebec	932.23
Rimouski	Rimouski	904.03
Kamouraska	Riv-du-Loup	2,498.63
Roberval	Roberval	125.53
St. François (Court House)	Sherbrooke	394.28
St. François (Gaol)	Sherbrooke	554.69
Richelieu	Sorel	1,522.59
Bedford	Sweetsburg	270.70
St. Hyacinthe	St. Hyacinthe	1,292.47
Iberville	St-Jean	1,241.94
Terrebonne	St-Jerome	162.78
Terrebonne	Ste. Scholastique	58.40
Trois-Rivieres (Court H.)	Trois-Rivieres	20.50

CHAPTER VI (3)

Trois-Rivieres (Gaol)	Trois-Rivieres	6.50	
Beauharnois	Valleyfield	2,685.97	
Pontiac	Ville-Marie	<u>520.13</u>	94,863.16

Highway bridges, grants	232,966.82
Highway bridges, maintenance	100,000.00
Highway bridges, sundries	65,106.47
Toll Bridges, maintenance and repairs	44,614.28
Toll Bridges, administration	118,675.08
Ameliorations to Public Bridges	47,832.31
Highway bridges, construction	556,671.60
Civil service	321,328.36
Contingencies	8,993.35
Court Houses: improvements, equipment, new buildings and additions:.....	

<u>District</u>	<u>County Seat</u>		
Arthabaska	Arthabaska	1,438.73	
Beauce	Beauce	200.00	
Chicoutimi	Chicoutimi	186.00	
Hull	Hull	252.48	
Montreal (Court House)	Montreal	1,365.00	
Gaspé	New-Carlisle	475.00	
Quebec (Gaol)	Quebec	786.00	
Sherbrooke (Gaol)	Sherbrooke	31,889.08	
Kamouraska	Riv.-du-Loup	1,500.00	
Gaspé	Ste. Anne des Monts	13,914.31	
Iberville	St. Jean	28,774.00	
Bedford	Sweetsburg	<u>400.00</u>	81,280.60

Construction of a room for transformers, and distribution board, Quebec	13,205.45
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STATUTORY EXPENDITURES

Fire Protection Act	63,766.09
Abolition of toll gates, City of Three Rivers (5 Geo. V, Ch.10)	4,583.33
Bridge over St.Maurice Riv. at Grand'Mère (18 Geo. V, Ch.9 and 22 Geo. V, Ch. 8)	5,358.07
Jacques-Cartier Bridge, Montreal (16 Geo. V, Ch.2, art 3 and 7)	150,000.00
Court House, Quebec, furnishing	1,339.97
Act to provide for the fitting-up of offices for Administrative Services of the Government in the Province (2 Geo.VI, Ch.21).	
Buckingham: works and repairs	243.25
Matane: Purchase of property J.A. Rioux and fees	7,296.19

Quebec: Purchase of property:		
J.B. Giroux, on account	\$ 2,400.00	
Painchaud estate, on account	1,974.00	
Roy estate, on account	3,026.00	
Provincial Treasurer, Deposit Re: Expropriation Chalifour makak property ...	<u>37,660.52</u>	
Fees	<u>574.85</u>	45,635.37

Beloeil-St-Hilaire bridge, over Richelieu Riv. (21 Geo. V, ch.5)	1,146.00
Annex to Gaol, Amos (17 Geo. V, ch.6 and 18 Geo. V, Ch.5)	83,503.55

\$ 2,863,620.06

Department of Public Works,

Quebec, June 30th, 1940

J. A. Taillon

Accountant.

CHAPTER VII
P O S T O F F I C E
Report of the Postmaster

Quebec, June 30th, 1940.

The Honourable T.D. Bouchard,
Minister of Public Works,
Parliament,
QUEBEC.

Dear Sir,

I have the honour to report on the work of the two branches of the Post Office for the fiscal year 1939-1940. One of these branches deals exclusively with postal matters, while the other takes care of the expedition and reception of all kind of goods shipped or received via public transport services.

The Legislative Assembly, pending its sessions, has always operated a post office for its own services. This office was under the direction of the Honourable the Speaker of the Assembly. In 1919, the Executive Council placed this post office under the direction of the Public Works Department. The same year, on November 25th, an agreement was arrived at between that department and the General Post Office, in Ottawa, with the effect that the Post Office of Parliament was created with its actual functions.

In February 1940, another branch of the Administration was created by the Executive Council and attached to the post office under the name of Bureau de Réception et d'expédition des colis. The object of this branch was to centralise, for control purposes, the expedition of all parcels sent out by the administrative services located in the central buildings and those surrounding it; the same control also apply to all parcels received by the aforesaid services.

The statements of accounts are received twice a month from the transport services charged with the delivery of all the parcels.

These accounts are checked up by the accountant and sent to the administrative services to be paid in due course.

The co-operation existing between the parcel office and the postal bureau, as far as the shipping of all parcels deposited with them is concerned, allows for the choice of the most appropriated forwarding way, that is the faster or the less expensive, always keeping in mind the needs of the shipper. Every day, parcels are transferred from one office to the other, so as to obtain the desired objective, that is: to avoid unnecessary expenses. It is easy to conceive that this operating system is a source of considerable savings.

On April 1st 1940, the parcel post office began its operations. During the months of April, May and June, it has transacted 12,228 parcels at the cost of \$7,639.59; \$3,038.07 was paid out for charges on 5,669 received and \$4,601.52 for the 6,649 sent out.

The postal Bureau, usually called Post Office, continues to increase its activities. The datas for the present fiscal year 1939-1940 compared with those of 1935-1936 bear witness to the material differences between the two fiscal years.

	Letters, <u>Printed matters</u>	Postal parcels <hr/>	Costs <hr/>
1939-1940	1,801,101	15,321	\$ 66,581.11
1935-1936	1,432,555	12,900	\$ 57,884.79

The sale of stamps for cash is up to \$4,578.18. These sales together with the costs of expedition of postal matters and the charges incurred by the parcel office brings the total business of the Post Office up to the \$78,798.88 mark.

During the sessions of the Assembly and of the Council, all postal matters for and from their members and officers are transacted through the Post Office. This special service requires two seasonal clerks. Between the sessions, these services are taken care of by the clerks of the post office, registration service. On working days, the Post Office is opened from 7.30 A.M. to 5.30 P.M.; sundays and holidays, the office opens in the forenoon to deliver the incoming mail. During the sessions, the office stays opened as long as the Assembly is sitting.

CHAPTER VII (3)

Forty government services are actually served by the Post Office, and it is possible to say, without erring much, that the quantity of mail matters sent out is larger than the one received. In the Statistics of the office, no account is kept of the mail exchanged through our office between the services located in the main building and the adjoining ones.

For the last four years, all out going mail matters must bear the seal of the shipping service. This efficient control of the mail has proved the source of considerable savings. These savings, very often have been verified and found promising. The Office also makes it its business to supervise the out going mail and parcels posts and to suggest all possible improvement either in the shipping or the best way of doing same.

The service, the more accurate, and the faster, is the guiding factor for the clerks of both branches of the Post Office. I take advantage of this occasion to express my satisfaction for the service of the personnel of both branches of this office.

Respectfully submitted,

AIME DECHENE

Postmaster.