

II.—Table showing the tonnage of vegetable food carried on each of the lines of canals and the two principal routes competing for the carrying trade between Lake Erie and tide-water for a series of sixteen years ending 31st December, 1885.

| Fiscal year. | Tonnage on New York canals. | Total on Welland canals. | Total on New York Canal and Erie Railways. | Quantity cleared at Buffalo and Tonawanda, by Erie Canal. | Quantity cleared at Oswego by canal. | Quantity cleared through the Welland Canal in transit between ports in the United States. |
|--------------|-----------------------------|--------------------------|--|---|--------------------------------------|---|
| 1869..... | 1,302,613 | 503,860 | 1,087,800 | 780,439 | 267,815 | 337,530 |
| 1872..... | 1,674,320 | 538,147 | 1,870,614 | 1,317,270 | 169,818 | 234,337 |
| 1873..... | 1,748,171 | 570,890 | 2,034,102 | 1,432,174 | 131,765 | 243,306 |
| 1874..... | 1,797,598 | 647,307 | 2,791,517 | 1,157,509 | 243,325 | 374,226 |
| 1875..... | 1,305,550 | 417,136 | 2,348,241 | 1,017,559 | 129,703 | 177,908 |
| 1876..... | 1,084,293 | 499,758 | 2,875,803 | 783,331 | 99,076 | 162,405 |
| 1877..... | 1,408,084 | 484,181 | 2,432,053 | 1,223,130 | 126,899 | 180,580 |
| 1878..... | 1,912,734 | 493,403 | 3,005,764 | 1,844,301 | 83,140 | 128,261 |
| 1879..... | 1,833,590 | 438,564 | 4,353,017 | 1,505,543 | 127,168 | 87,820 |
| 1880..... | 2,371,000 | 442,182 | 4,733,385 | 2,095,184 | 135,410 | 48,580 |
| 1881..... | 1,116,561 | 209,395 | 4,993,722 | 878,842 | 115,638 | 05,285 |
| 1882..... | 1,118,770 | 306,422 | 3,885,537 | 804,826 | 126,804 | 64,002 |
| 1883..... | 1,379,000 | 372,323 | 4,422,401 | 1,191,974 | 72,507 | 132,496 |
| 1884..... | 1,936,986 | 305,734 | 3,639,805 | 1,078,909 | 70,132 | 111,422 |
| 1885..... | 1,063,310 | 273,905 | 4,105,594 | 918,352 | 50,847 | 215,039 |
| 1886..... | 1,480,880 | 414,812 | 3,802,262 | 1,353,501 | 50,216 | 266,813 |

As regards the inquiry in the resolution, what steps have been taken to secure the removal of the discrimination against American ports "in violation of the spirit of the Treaty of Washington," I have to state that the attention of Congress was invited to the matter, both in the report of the Commissioner of Navigation for 1887 and in the report to Congress from this Department embodied in Executive Document No. 118, Fiftieth Congress, first session, House of Representatives. The subject has also been brought to the notice of the Secretary of State.

In article 27 of the Treaty of Washington, the Government of Her Britannic Majesty engaged to urge upon the Government of the Dominion of Canada to secure to the citizens of the United States the use of the Welland, St. Lawrence, and other canals in the Dominion on terms of equality with the inhabitants of the Dominion, and the Government of the United States engaged that the subjects of Great Britain should enjoy the use of the St. Clair Flats Canal on terms of equality with the inhabitants of the United States, and further engaged to urge upon the State governments to secure to the subjects of Great Britain the use of the several State canals connected with the navigation of the lakes traversed by or contiguous to the boundary line between the possessions of the high contracting parties on terms of equality with the inhabitants of the United States. Under the present system of discriminating in favor of shipments down the St. Lawrence and against shipment through the United States, the use of the canals are not secured to the citizens of the United States on terms of equality with the inhabitants of the Dominion, there being a discrimination virtually in favor of said inhabitants, and an infringement of the spirit, at least, of the treaty. Citizens of the United States using the canals and shipping over our territory, are on a less favorable footing than the inhabitants of Canada using the canals and shipping by routes running through their territory.

I am not advised that the Secretary of the Treasury has authority to impose tolls upon vessels passing through the Sault Ste. Marie or the St. Clair Flats Canal, and bound for Canadian ports, and understand that legislation would be necessary for the exercise of such authority. In view of the action of the Canadian government, and the construction which it appears to attach to the section cited above, it would seem proper for Congress to authorize the collection of tolls on vessels passing through the Sault Ste. Marie Canal to offset the discrimination aforesaid. And after investigation I have no doubt of the power of Congress to legislate accordingly. It is suggested, however, that the collection of the tolls be placed under the Secretary of War rather than of the Treasury, the former being already charged by law with certain jurisdiction over the property.

The carrying of grain, etc., by water, from places in the United States west of the Welland Canal to places in the United States east of said canal, is restricted to ves-