

along the line of the lakes are made free to all. In contrast to this condition and evincing a narrow and ungenerous commercial spirit, every lock and canal which is a subject to tolls and charges.

By article XXVII of the Treaty of 1871, the provision was made to secure to the citizens of the United States the use of the Welland, St. Lawrence, and other canals in the Dominion of Canada on terms of equality with the inhabitants of the Dominion, and to also secure to the subjects of Great Britain the use of the St. Clair Flats canal on terms of equality with the inhabitants of the United States.

The equality of the inhabitants of the Dominion which we were promised in the use of the canals of Canada did not secure to us freedom from tolls in their navigation. But we had a right to expect that we, being Americans and interested in American commerce, would be no more burdened in regard to the same than Canadians engaged in their own trade, and the whole spirit of the concession made was, or should have been, that merchandise and property transported to an American market through these canals should not be enhanced in its costs by tolls many times higher than such as were carried to an adjoining Canadian market. All our citizens, producers and consumers, as well as vessel owners, were to enjoy the equality promised.

To promise equality and then to practice it conditional upon our vessels doing Canadian business instead of their own is to fulfil a promise with the shadow of performance. I recommend that such legislative action be taken as will give Canadian vessels navigating our canals, and their cargoes, precisely the advantages granted to our vessels and cargoes upon Canadian canals, and that the same be measured by exactly the same rule of discrimination.

The course which I have outlined and the recommendations made relate to the honour and dignity of our country and the protection and preservation of the rights and interests of all people.

A government does but half its duty when it protects its citizens at home and permits them to be imposed upon and humiliated by the unfair and overreaching disposition of other nations.

If we invite our people to rely upon arrangements made for their benefit abroad, we should see to it that they are not deceived; and if we are generous and liberal to a neighbouring country our people should reap the advantage of it by a return of liberality and generosity.

President Harrison several times commented on this subject. In a message under date of February 23, 1892, he says:

In the matter of canal tolls our treaty were flagrantly disregarded.

In speaking of the discriminations practised, he says in a message of June 20, 1892:

The report of Mr. Partridge, the solicitor of the Department of State, which accom-

panies the letters of the Secretary of State, states these discriminations very clearly. That these orders as to canal tolls and rebates are in direct violation of Article XXVII of the treaty of 1871 seems to be clear. It is wholly evasive to say that there is no discrimination between Canadian and American vessels; that the rebate is allowed to both without favour upon grain carried through to Montreal or transhipped at a Canadian port to Montreal. The treaty runs:—

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. It was intended to give to consumers in the United States, to our people engaged in railroad transportation, and to those exporting from our ports equal terms in passing their merchandise through these canals. This absolute equality of treatment was the consideration for concessions on the part of this government made in the same article of the treaty, and which have been faithfully kept. It is a matter of regret that the Canadian government has not responded promptly to our request for the removal of these discriminating tolls.

In another message, of July 1, 1892, he says:

There can be no doubt that a serious discrimination against our citizens and our commerce exists, and quite as little doubt that this discrimination is not the incident but the purpose of the Canadian regulation.

This question was taken up in Congress, and the House and Senate by a unanimous vote authorized the President to issue a proclamation to take steps in retaliation. In pursuance of this Act, which was passed July 26, 1892, President Harrison, on the 18th of August, 1892, issued the following proclamation:

And whereas the government of the Dominion of Canada imposes a toll amounting to about 20 cents per ton on all freight passing through the Welland canal in transit to a port of the United States, and also a further toll on all vessels of the United States and on all passengers in transit to a port of the United States, all of which tolls are without rebate; and

Whereas the government of the Dominion of Canada, in accordance with an Order in Council of April 4, 1892, refunds 18 cents per ton of the 20 cent toll at the Welland canal on wheat, Indian corn, peas, barley, rye, oats, flaxseed and buckwheat, upon condition that they are originally shipped for and carried to Montreal or some port east of Montreal for export, and that if transhipped at an intermediate point such transhipment is made within the Dominion of Canada, but allows no such nor any other rebate on said products when shipped to a port of the United States or when carried to Montreal for export it transhipped within the United States; and

Whereas the government of the Dominion of Canada by said system of rebate and other-