

The quantity of barley, corn, oats, rye, and wheat passing down the whole length of the St. Lawrence canals to Montreal for five years was in—

	Tons.
1882 .....	230, 055
1883 .....	263, 368
1884 .....	174, 496
1885 .....	134, 824
1886 .....	272, 133

The following extract from the inland revenue report for 1886 shows the method of granting free passes:

"Coal to pass up all canals, except the Welland Canal, free of toll, as per order in council, 7th June, 1869.

"Logs, lumber, or other produce shall pass free of toll down the Chippewa Creek, between the aqueduct and Port Robinson, as per O. C. 18th May, 1863.

"Iron ore, kryolite, or chemical ore, through one section, or all the canals, per ton, 5 cents.

"All goods having paid full toll through the whole line of the St. Lawrence Canals, or through the Lachine Canal, St. Ann's Lock, or Ottawa and Rideau Canals, shall be allowed to pass free through the Welland Canal; and if tolls have been paid at the Chambly Canal, such tolls shall be refunded at Montreal or Kingston Mills; and having paid full tolls through the Welland Canal they shall be allowed to pass free through the St. Lawrence Canals, or through the Ottawa and Rideau Canals, St. Ann's lock, the Lachine Canal, and the Chambly Canal; provided always that the articles to be entitled to the above exemptions shall go downward through the whole length of the canal to Montreal, or pass upward from Montreal through the whole length of the St. Lawrence canals, or the Ottawa and Rideau Canals, to Lake Ontario.

"All articles, goods, or merchandise not enumerated above to be charged to class No. 4."

"No let passes to be issued to steam-tugs or other small vessels for less than 25 cents as a minimum charge; but such vessels, not carrying freight or passengers, can obtain on payment of \$30 a season "let pass," which will pass them up and down the canals as often as desired."

"Goods shipped to any port west of the St. Lawrence canals, tolls upon which have already been paid for passage through such canals, may be reshipped from such ports and be passed through the Welland Canal free of tolls, in the same way as if they had been shipped through direct in the first instance; and goods going eastward, having paid Welland Canal tolls, may be transhipped at any port on Lake Ontario, and thereafter pass free through the St. Lawrence canals as if they had been shipped through direct in the first instance."

"11. When vessels clear at Fort Colborne, intending to proceed as far as Kingston, the cargo to be transhipped thence to Montreal, the let pass is only to be made out for Port Dalhousie."

"12. Let passes referred to in section 11 are to be taken up at Port Dalhousie and forwarded by the first mail to the department."

"13. When let passes are taken up as above provided, the collector will grant a certificate to the master of the vessel to the effect that the cargo—describing it—has paid Welland Canal tolls, under let pass No.—specifying the number. This certificate is to be delivered to the collector of canal tolls at Kingston on the arrival of the vessel, and in its absence the cargo to which it relates can not have free transit through the St. Lawrence canals."

A memorandum taken from the Canadian Report of Canal Statistics for 1886 throws some light upon the subject of tolls:

"O. C., 21st April, 1886.—On a memorandum, dated 20th April, 1886, from the minister of railways and canals, submitting that, by an order in council dated 4th July, 1885, the Dominion canal tolls on certain food products shipped from Montreal or any other Canadian port east of Montreal were reduced, for the then current season of navigation only, to 2 cents per ton."

"The minister recommends that for the forthcoming season, and no longer, the rate of toll on the products undermentioned, when shipped for Montreal or any other Canadian port east of Montreal, be fixed at 2 cents per ton, namely, on wheat, Indian corn, oats, peas, barley, and rye."

"The committee submit the same for your excellency's approval."

"O. C., 14th June, 1886.—Notice is hereby given that by order of his excellency, the governor-general in council, dated the 14th June, 1886, the order in council, dated 21st April last, fixing at 2 cents per ton the Dominion canal tolls on certain food products, shall apply to the Welland and St. Lawrence Canals only."

It appears that on the payment of 20 cents per ton toll in the Welland Canal a free pass is given through the St. Lawrence canals, and that a refund of 18 cents per ton is allowed from the toll paid on the Welland Canal, if the proper papers showing such