

and oil-cake crushers or parts thereof, plows or parts thereof, root and seed planters or parts thereof, root cutters, pulpers and washers or parts thereof, rakes, reapers or parts thereof, reaper and mower combined or parts thereof, spades, shovels, scythes, snaths, thrashing-machines, or parts thereof.

SCHEDULE C.

Consisting of the following manufactures:—

Axles, all kinds; boots and shoes of leather; boot and shoe making machines, buffalo robes, dressed and trimmed; cotton grain bags, cotton denims, cotton jeans, unbleached; cotton drillings, unbleached; cotton tickings, cotton plaids, cottonades, unbleached; cabinet ware and furniture, or parts thereof; carriages, carts, wagons, and other wheeled vehicles and sleighs, or parts thereof; fire engines, or parts thereof; felt covering for boilers, gutta percha belting and tubing; iron, bar, hoop, pig, puddled, roll, sheet, or scrap; iron nails, spikes, bolts, tacks, brads, or springs; iron castings, Indian rubber belting and tubing, locomotives for railways, or parts thereof; lead, sheet or pig; leather, sole or upper; leather, harness, and saddlery of; mill or factory, or steamboat fixed engines and machines, or parts thereof; manufactures of marble, stone, slate, or granite; manufactures of wood solely or wood nailed, bound, hinged or locked with metal materials; mangles, washing-machines, wringing-machines and drying-machines, or parts thereof; printing paper for newspapers, paper-making machines, or parts thereof, printing type, presses and folders, paper cutters; ruling machines, page-numbering machines, and stereotyping and electrotyping apparatus, or parts thereof; refrigerators, or parts thereof; railroad cars, carriages and trucks, or part thereof; satinetts of wool and cotton, steam-engines, or parts thereof; steel, wrought or cast, and steel plates and rails; tin tubes and piping; tweeds, of wool solely, water-wheel machines and apparatus, or parts thereof.

ARTICLE V.

It is agreed that the Canadian Canal on the main route from Lake Erie to Montreal shall be enlarged forthwith at the expense of the Dominion of Canada, so as to admit the passage of vessels drawing 12 feet of water, and the locks on the said canals shall be made of not less than 270 feet in length, 45 feet width, and not less than 12 feet depth on the miter-sill; and that the channel of the St. Lawrence River shall be deepened in the several reaches between the canals, whenever the same may be necessary, so as to allow the passage of vessels drawing 12 feet of water. And the work engaged to be done in this article shall be completed by the 1st of January, 1880.

ARTICLE VI.

It is agreed that the Government of Canada shall construct, on or before the 1st day of January, 1880, a canal to connect the St. Lawrence River at some convenient point, at or near Caughnawaga, with Lake Champlain. The dimensions of said canal shall be such as to admit the passage of vessels drawing twelve feet of water, and the lock shall be of not less dimensions than those named in the preceding article. And the United States engage to urge upon the Government of the State of New York to cause the existing canal from Whitehall, on Lake Champlain, to Albany, to be enlarged, and, if necessary, extended, or another canal or canals to be constructed of equal capacity with the proposed Caughnawaga Canal, as hereinbefore specified, and the navigation of the Hudson River to be improved, so as to admit the passage from Lake Champlain to the lower waters of the Hudson River of vessels drawing twelve feet of water.

ARTICLE VII.

Citizens of the United States may, during the term of years mentioned in Article XIII. of this treaty, carry in their vessels cargo and other passengers from one Canadian port to another on the great lakes or River St. Lawrence. Reciprocally, inhabitants of Canada, subjects of Her Britannic Majesty, may during the like period, carry in their vessels cargo and passengers from one port of the United States on the great lakes or River of St. Lawrence to another on the said lakes or river. Citizens of the United States in their vessels, and inhabitants of Canada, subjects of Her Britannic Majesty in their vessels, may, during the like term, carry cargo and passengers from any port of the United States or of Canada on the Red River, or the waters connecting therewith to any other port on the said river, or waters connecting therewith.

ARTICLE VIII.

It is agreed, that for the term of years mentioned in Article XIII. of this Treaty, the citizens of the United States shall enjoy the use of the Welland, the St. Lawrence, and other canals in the Dominion of Canada (including the proposed Caughnawaga Canal), on terms of equality with the inhabitants of the Dominion of Canada; and that, without interfering with the right of the Government of Canada to impose such tolls on the aforesaid Canadian canals respectively as it may think fit, the tolls shall be levied in relation to the number of locks in each canal, without any drawback or discrimination, whatever the destination of the vessel, or whether one or more canal or canals, or part of a canal, be passed.

And it is also agreed that for the like term of years the inhabitants of Canada shall enjoy

the use of the St. Clair Flats Canal on terms of equality with the inhabitants of the United States, and that the navigation of Lake Champlain and of Lake Michigan shall be free and open for the purposes of commerce to the inhabitants of Canada, subject to any laws or regulations of the United States, or of the States bordering thereon, respectively, not inconsistent with such privilege or free navigation.

And the United States further engage to urge upon the Governments of the States of New York and of Michigan to secure to the inhabitants of Canada the use of the Erie, the Whitehall and the Sault Ste. Marie Canals, and of any enlarged or extended or new canal or other improvement connecting Lake Champlain with the lower waters of the Hudson River, which may be made, as contemplated in Article VI, on terms of equality with the inhabitants of the United States.

And it is mutually agreed that full power shall be given and allowed to tranship cargo from vessels into canal boats, and from canal boats into vessels, at either terminus of every canal.

And further, that if the use of the Erie and Whitehall or other canal connecting Lake Champlain with the Lower waters of the Hudson River, and of Sault Ste. Marie Canal, be not granted to the inhabitants of Canada on terms of equality with the citizens of the United States, as contemplated in this article then the use of the proposed Caughnawaga Canal by Citizens of the United States, as above contemplated, shall be suspended and cease until the use of the said canals in the United States shall be secured to the inhabitants of Canada, as above contemplated.

ARTICLE IX.

For the term of years mentioned in Article XII of this treaty, vessels of all kinds built in the United States may be purchased by inhabitants of Canada, subjects of Great Britain, and registered in Canada as Canadian vessels, and, reciprocally, vessels of all kinds built in Canada may be purchased by citizens of the United States, and registered in the United States as United States vessels.

ARTICLE X.

A joint commission shall be established and maintained at joint expense during the operation of this treaty for advising the erection and proper regulation of all light-houses on the great lakes, common to both countries, necessary to the security of the shipping thereon.

ARTICLE XI.

A joint commission shall also be established at joint expense, and maintained during the continuance of the Treaty, to promote the propagation of fish in the inland waters common to both countries, and to enforce the law