

was within the right of the United States—and so provided in the bond—to suspend the privilege of carrying by mixed transportation. The United States has not exacted the penalty for canal tolls discrimination by terminating article 30 after twelve years; it has merely followed the letter of the Treaty. To have exacted the penalty, the right of carrying would need to have been suspended within the twelve years. What the contingent clause of article 30 does prove, however, is that the United States recognized that no absolute engagement is made by Canada in article 27 to open Canadian canals to Americans on terms of equality, and the American Commissioners accordingly armed themselves with every weapon to induce, if not compel Canada to comply with the request of Great Britain. If Canada had been bound by treaty to concede the use of her canals to Americans on terms of equality there would have been no necessity to provide the rider to clause 30, because if Canada deliberately broke a formal engagement, the United States would be free to do so also, without previous stipulation.

Finally, let us briefly consider the character of the reprisals to which the United States has resorted. At the Sault Ste. Marie Canal, hitherto free to all vessels irrespective of nationality or destination, a toll of twenty cents per ton upon freight is levied under certain conditions. The proclamation of President Harrison imposing the tolls in accordance with the Act of Congress, reads:—
 “Provided that no tolls shall be charged
 “or collected upon freight or passengers
 “carried to or landed at Ogdensburg, and
 “south of a line drawn from the northern
 “boundary of the State of New York
 “through the St. Lawrence river, the great
 “lakes, and their connecting channels to
 “the northern boundary of the State of

“Minnesota.” In this way our neighbours have copied our example, and rendered the occasion for complaint on our part somewhat dubious. Canada grants a rebate of tolls on all cargoes bound for Montreal or a port east of Montreal, whether the vessels be British or American. The United States grants exemption from tolls to all cargoes through the Sault canal bound to Ogdensburg, or any American port west of Ogdensburg, no matter what the nationality of the vessel. Just as the full tolls are exacted by Canada on all cargoes through the Welland Canal to American ports, so are full tolls exacted by the United States on all cargoes through the Sault Canal bound to Canadian ports. There we have what Secretary of State Foster calls “parity of conditions,” and it is really somewhat difficult to discover in the conduct of the United States any justification for threats and denunciations on our part. Instead of either whining or menacing, the common-sense course is to frankly admit that the Americans have merely taken a leaf out of our book; to recognize that the policy of reprisals is neither dignified nor profitable; and, conscious that two can play at the game of fence, to honestly seek to establish a large measure of reciprocity in the carrying trade. The Dominion Government has intimated that the discrimination in favor of the St. Lawrence route will be abandoned at the close of the present season, but the United States may fairly be asked for some equivalent for any surrender of the right to control the tolls for the use of the canals. They gave in 1871 mixed transportation by land and water to obtain the reciprocal use of our canals; they should be asked to restore the privilege of this carrying trade, to enlarge the treaty period for the navigation by Canadian vessels of Lake Michigan, and for the transit-in-bond of