

REDUCTION OF CANAL TOLLS.

The Council had, as in several previous years, to press this question upon the Government's attention, but although the Minister of Inland Revenue was addressed on 15th February, and deputations from the Toronto, Hamilton, Kingston, and St. Catharine's Boards of Trade joined this Board at Ottawa on 9th March, in urging upon the Minister of Railways and Canals that the two cent rate be made permanent and that the Canals be enlarged and deepened, it was not until the 20th of April that the intention of the Government was made known by an Order in Council passed on that date authorizing a special rate of toll of two cents per ton on wheat, corn, peas, barley and rye shipped to Montreal or any port east of Montreal. The late date at which the concession was made detracted from its value, large quantities of eastern-bound freight having already been arranged for by forwarders *via* the Erie Canal route to New York. The Council, upon publication of that Order in Council, again addressed the Minister, pointing out the omission of oats from its provisions, and also representing the disadvantage of limiting the order to the current season of navigation and no longer. This Order in Council has again lapsed, and the future policy of the Government has not yet been announced.

Considerable feeling was evinced in the United States about this policy, and an attempt was made to have it considered a discrimination against Americans; but as this Council pointed out, no such charge is for a moment tenable, as all flags are treated exactly alike, and the abatement is open to American as well as to British bottoms. The Council conceives that the idea of discrimination has disappeared as the facts became known, and it trusts that the policy of our Government will be the same next season.

TONNAGE DUES STILL COLLECTED FROM SHIPPING IN THE CANAL BASINS,
ALTHOUGH ABOLISHED IN THE HARBOUR.

The continued collection of Tonnage Dues from vessels using the Canal Basins, after their abolition in the Harbour, under the Act passed last Session providing for the assumption of the Channel Debt led the Council to address the Government, urging that as the Basins are practically a portion of the Harbour and used by sea-going vessels, there should be no distinction between the two, and therefore, that no wharfage dues should be collected from shipping in the Canal. These representations however,