

The value of goods sent from other ports is not given, nor yet the value of goods imported via the St. Lawrence for the United States.

The value of goods transported by railway from one place in the United States to another place in the United States via Canada is not obtainable, though it must be great. The Canada Southern, forming part of the Michigan Central route, alone carried as under:—

TONS OF FREIGHT HANDLED BY THE CANADA SOUTHERN.

YEAR.	Tons.
1889.....	2,563,304
1890.....	2,904,835
1891.....	3,925,312
1892.....	3,174,065
1893.....	3,027,548
1894.....	<u>2,645,406</u>

The returns of the Canadian Pacific Railway for the year ended June 30, 1893, showed:—

	Tons.
Imported into the United States through British Columbia via C.P.R.....	9,440
Shipped over the C.P.R. from U. S. ports on the Pacific coast to eastern ports of the United States.....	840,808*
Shipped over the C.P.R. from eastern ports of the U. S. to U. S. on the Pacific.....	<u>4,144</u>

The canals of Canada carry a large quantity of goods in transit from one United States port to another.

1250. The following table gives the proportion of Canadian and United States tonnage that have used the Welland Canal.

WELLAND CANAL.

(Up and Down.)

5-YEAR PERIODS.	Total Tonnage of Vessels.	Canadian Tonnage.	Per Cent.	United States Tonnage.	Per Cent.
1851-55.....	4,729,607	1,954,625	41·32	2,774,982	58·68
1856-60.....	5,572,079	1,931,761	34·67	3,640,318	65·33
1861-65.....	5,716,528	2,261,499	39·56	3,455,029	60·44
1866-70.....	5,936,186	2,735,265	46·07	3,200,921	53·93
1871-75.....	6,857,494	3,286,287	47·92	3,571,207	53·08
1876-80.....	5,358,641	3,331,430	62·17	2,027,211	37·83
1881-85.....	3,765,923	2,356,112	63·57	1,409,811	36·43
1886-90.....	4,769,721	2,710,128	56·82	2,059,593	43·18
Total.....	42,706,179	20,567,107	48·16	22,139,072	51·84

The United States tonnage was more than the Canadian during the period 1851-75. The Canadian tonnage was more than that of the United States during the period 1876-90.

* Quantities not given.