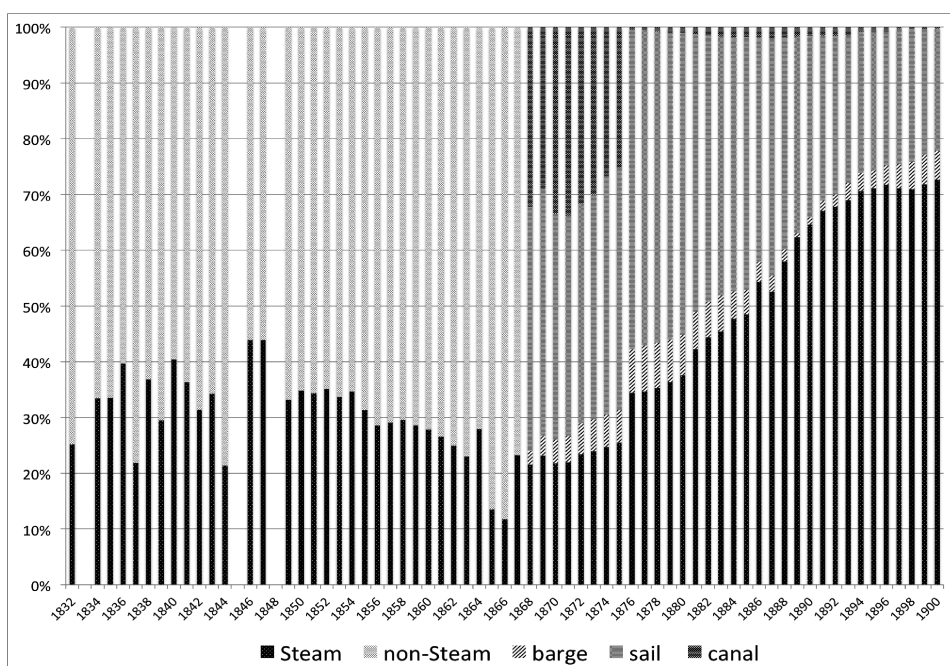


of non-steam powered canal boats engaged in intrastate commerce (like most of the canals emptying into the Great Lakes)

When this figure is compared with figure 2, the percentage of non-steam that was not rigged is striking. In 1868 barges and canal boats represented almost 47 percent of the non-steam tonnage enrolled in Lakes customs districts. No evidence surfaced in the course of this study to suggest whether this is typical of the ratio of non-steam vessel-types prior to 1868, but we do know that the Erie Canal boats, despite considerable protests, including one from the New York State Legislature, were required to be enrolled as early as 1825.<sup>17</sup>

**Figure 3: US Tonnage, 1831-1900, by percentage of class**



**Source:** data from figures 1 and 2

<sup>17</sup> "Letter from the Comptroller of the Treasury to the Chairman of the Committee of Commerce, upon the subject of licensing, enrolling, and exacting a Tonnage Duty on Canal boats or vessels," 31 December 1824. Quoted in *Register of Debates in Congress ... Second Session of the Eighteenth Congress...*, (Washington, 1825), 1: 47-48. The February 1825 debates are reported on pp. 628-30, which concluded with an exemption bill being tabled at third reading. The issue resurfaced in the 1840s when the canal boats were exempted from paying the marine hospital tax. The preamble specifically referred to canal boats "now by law required to be registered [trading to foreign ports], licensed [engaged in fishing], or enrolled [coastal trade] and licensed..." United States, *Statutes at Large*, 29th Congress, Sess. 1, Chap. LVI "An Act to exempt Canal Boats from the Payment of Fees and Hospital Money," 16 July 1846.