

undoubtedly facilitated giving effect to their wishes in this respect. Mr. Egerton may be right in some sense in his *Short History of British Colonial Policy* where he gracefully observes (r) that the result of the war of the American Revolution "knocked the bottom out of" that great system of national regulation of industry and commerce which is generally spoken of as the Mercantile System. But certainly prior to the passing of the Imperial Act of 1849 Great Britain maintained a very large measure of control over Canadian trade which could hardly have continued after the concession of responsible government. Anybody can see what this measure of control was by looking at the numerous petitions from various boards of trade and other public bodies in Canada which were submitted to the Imperial Government in 1846 and are printed in volume 15 of the collection of Imperial blue books relating to Canada. There existed in the first place under the Imperial Acts at that time a system of Imperial differential duties imposed upon the commerce of Canada with the view of giving the manufacturers of the Mother Country and the planters of the West India Islands a monopoly, so far as laws could effect that object, in Canadian markets for the consumption of the articles respectively produced by them, an arrangement which could not reasonably be objected to under the balanced system which theretofore prevailed between the Mother Country and Canada in which the products of Canada enjoyed a preferential duty in the markets of Great Britain.

Moreover navigation laws were still in force so framed as virtually to give an absolute monopoly of the carrying trade of Canada both internal and external to the British shipowner. Thus no goods could be exported from the United Kingdom to any British possession in America except in British ships; nor could any goods be carried from any British possession to any other British possession or from one part of any such possession to any other part of the same except in British ships; nor could any goods be imported into any British possession in foreign

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(r) *Short History of British Colonial Policy*, pp. 256, 258.