

States. There is a suspicion at the moment that these bases are not so secure as one would wish. The truth is, they are no bases at all. They exist for us only at the convenience and by the consent of the country in which they lie. We are not protected by so much as a specific paper treaty, and even a treaty of the strongest paper is a poor defence, as Belgium found out to her cost.

Our access to the sea is governed by the Treaty of Washington, which was signed on May 8th, 1871, and ratified in London on June 17th of the same year. By Article 29 it was agreed that for a term of years goods might be conveyed in transit through the ports of New York, Boston, and Portland, and any other ports which might be "specially designated by the President of the United States," without the payment of duties, but under "such rules, regulations, and conditions as might be from time to time prescribed." This "term of years," according to Article 33, was to begin when the Legislature of Prince Edward Island *inter alia* had given a certain "assent," and was to continue for a period of ten years, but could be terminated by two years' notice from either side. It is all very well for that small, but powerful, Province to dominate Confederation. It was too much at any time that the Legislature of Prince Edward Island should have the power to decide whether or not Canada was to have any access whatever to the sea. A search of the archives in Charlottetown would determine if this Treaty ever was in force, but there is now at any rate an opinion in both countries that the provision has lapsed.

At the present moment, there is a nice illustration of the value to us of our sea bases in the United States. England requires wheat, and we have wheat which must be sold. All ports except Portland are closed to us by a simple device. The American railways are forbidden to carry Canadian grain or grain products without a permit from the General Operating Committee. These permits are sometimes granted for small quantities which in practice are limited to occasional shipments of flour; but the delay and difficulty in securing