

a just reciprocity. Great Britain, in throwing open her market to the breadstuffs of the United States, stipulated for no equivalent for this great step in the establishment of commercial freedom, the advantages of which to the American producer it would be difficult to over-estimate.

But would not Great Britain have been fully justified in expecting to be met by the United States, not by an equivalent (for the concession now sought for must, from the great disproportion of the producing power of Canada to that of the United States, fall far short of an equivalent), but, at the least, by a corresponding step, taken in the spirit of a fair reciprocity by the admission of her Canadian subjects to the grain markets of the United States on equal terms? Could she now do less, were this fairly represented to her by her Canadian subjects, than to adjust the inequality under which they now labor in those markets by granting to them a preference in her own, as an equivalent for the reciprocity withheld by the United States? It is, indeed, difficult to conceive on what just principle she could resist such an appeal on the part of Canada—the more so, that it can admit of little doubt that the British consumer would in no way be a loser by the arrangement. Its only effect would be to force the breadstuffs of the United States through the commercial channels of Canada, in preference to her own. American breadstuffs would, it is said, still find their way to Great Britain free of duty; but it would be by the St. Lawrence, and not by the canals and railroads of the United States. This change would place the corn grower in the United States precisely in the same situation as the corn grower now in Canada; if he ships corn to Great Britain, the duty will be paid by the producer. This advantage conferred on Canada, by a re-enactment of a discriminating duty in favor of her grain in markets of the mother country, would naturally lead to the re-enactment of a discriminating duty in favor of the manufactures of the latter in the markets of the colony, which would only be effected by a recurrence to the former high duties on the manufactures of the United States in that market.

The Provincial Government are also willing to extend the principle of reciprocity to American vessels within their boundaries, as well as to their natural productions. This would open the free use of the St. Lawrence, as well as the interior coasting trade.

Under the provisions of the British Navigation Bill, which it is presumed has ere this time become law, the Provincial Legislature have the power, with the assent of the Queen in Council, to regulate their own coasting trade. Therefore, any Act passed by the Provincial Legislature will not require the sanction of the Imperial Parliament. This power, however, does not in any manner interfere with the Atlantic coasting trade; still it is highly important, as it will materially facilitate and increase the commerce between the United States and Canada, as well as between the inland and Atlantic ports of the United States.

The measure at present contemplated by the Provincial Government of Canada, is, to permit an American vessel to take a cargo from any inland port either in the United States or Canada, through their ship canals, to any other inland port, to Quebec, or to any seaport in the United States or Europe, or *vice versa*. The Imperial Act permits the