

of gypsum to American vessels, which at that time enjoyed the carrying trade of that article, and of domestic goods, to the southwestern portion of New Brunswick and Nova Scotia. The import trade from the colonies was not so important to the United States as was the export trade to the colonies. It was apparent to all interested in the trade and commerce of the country that it would be much better, as it is to us at the present time, that this trade should be free, open and reciprocal, and not burdened with unnecessary charges to the consumer. But the impediments and charges to which it was subjected by this indirect, neutral transit, were to us a trifling evil compared with the disastrous effects of a system which subjected the opening of British ports to the ruinous restrictions of colonial and imperial monopolies."

The evils of the system which had thus far prevailed are well expressed in the letter of Mr. Adams to Mr. Rush, dated June 23, 1823: "The system of reciprocity with regard to navigation established by the treaty of Ghent between the United States and the British possessions in Europe, has substantially the acceptance of a proposal made to all nations with which the United States have commercial intercourse by the act of Congress of 3d March, 1815, conditionally repealing our discriminating duties. But it was expressly limited to the British possessions in Europe; and while accepting it, therefore, the British government resorted to the system of interdiction to the admission of our vessels into her American colonial ports. The direct trade between Great Britain was so interwoven with and dependent upon that between the United States and the colonies, that this convention would have been more than nugatory to the United States, if, while the European part of this intercourse was placed upon a footing of entire reciprocity, that between the United States and the colonies was monopolized by British navigators. This was practically felt from the moment that the convention took effect, and in the year 1816 several efforts were made to induce the British government to adjust this collision of interests by amicable negotiations."

"It deserves to be remembered," says the Hon. Caleb Cushing, "that the convention of 1815 was the first notable departure by Great Britain from the exclusiveness of her navigation laws, which Mr. Huskisson stated in Parliament was a matter of necessity." During Mr. Adams's administration unsuccessful attempts were made to secure to American vessels the benefits of the circuitous voyage, and the same privileges to American vessels in colonial ports as were awarded to colonial vessels in American ports.

In 1829 Mr. McLane, then our minister to the court of St. James, was instructed by President Jackson to open negotiations relative to the colonial trade. The proclamation issued by the President in November, 1830, and the order in council, November 6, 1830, give the substance of Mr. McLane's negotiations. Our ports of entry were immediately opened to British and British colonial vessels engaged in the colonial trade; and subsequently, the colonial vessels laden with colonial produce were allowed to discharge their cargoes at ports of delivery also—which proved a great benefit to colonial navigation, considering the craft engaged in the trade. As American vessels were not allowed to load and unload except at free ports, colonial vessels were restricted to ports of entry by a circular issued by Mr. Secretary Meredith in 1849, which is still in force.

You will doubtless remember that the arrangement made by Mr.