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*For review
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AMERICAN AND CANADIAN TRADE RELATIONS.

THE relative geographical positions of the United States and Canada, with their conterminous boundary line extending from the Atlantic to the Pacific, with similarity of ethnological conditions, of laws, and of political institutions, should naturally lead to intimate commercial and social relations. Affinities so pronounced as those existing between these two sections of the North American continent can only fail to produce such results through the interposing of policies calculated to impair the influence of natural conditions. The two countries, while geographically a unit, are possessed of dissimilarity of climate and diversity of production to a degree so marked as to be calculated to stimulate intercommunication and commerce. Canada requires the raw cotton, the tobacco leaf, the iron, steel, and coal of the United States for her manufacturing operations; she requires also the tropical fruits of the South and a great variety of American manufactures; and in exchange it is natural that she should send to the United States her forest, farm, and mine products.

The natural barriers which separate portions of the two countries—the great inland seas, and the mighty river which is their outlet—are of a character to invite and facilitate intercommunication rather than to offer obstacles to its fullest development. The geographical position of the eastern portion of the United States is such as to afford to the province of Ontario, to a portion of the province of Quebec, and to the vast Canadian Northwest, with its enormous future possibilities, the shortest and most feasible routes to the sea. Portland, Boston, New York, Philadelphia, and Baltimore are the natural winter ports of extensive sections of the Canadian territory; and the Erie Canal and the railway routes from Buffalo to the sea-board have afforded hitherto the nearest and most inviting outlets to tide-water for a considerable portion of the exportable products of the sections of Ontario bordering upon Lakes Erie, Huron, and Superior, and for the grain of Manitoba and the Canadian Northwest which finds its outlet by lake shipment from Fort William.

Movements have already been made for the establishment of car-