

effect, and it only requires that a proclamation should be issued by the Governor in council.

Thus for twenty-one years Canada has been asking us to renew our former friendly and reciprocal trade relations with her. To all this we have turned a deaf ear, and in none of the provisions now before Congress providing for extended and free reciprocal trade relations with all other countries on this hemisphere, is there a single provision made for those of Canada.

Considerations of international etiquette may be urged against extending such a provision to a country which has a nominal colonial existence. But when she has arrived at a period of her history, when she makes her own tariff and unmakes it, independent of and without reference to the imperial government, she is entitled to full recognition in the great sisterhood of states in all such commercial relations.

Shall we commit any offense against England in extending this offer to Canada? Let us see what some of her people say.

No longer ago than last May Joseph Chamberlain said in the British House of Commons that the legislature of Canada was free to pass an act declaring her independence and sovereignty, and no man in that house would raise a voice or hand against it, while John Bright declared to an eminent Canadian statesman that Canada should consult her real interests by cultivating close relations with the great people on the south of her, as nature seemed to have one destiny for both countries.

The Dominion of Canada has a larger area than the whole of the United States if we exclude Alaska, reaching from the Atlantic to the Pacific, and with no thought of magnifying the importance of our great neighbor of the north over those countries on the south, permit me to invite your attention to a few statistics, which show how intimately we are bound by great arteries of trade to the Dominion of Canada.

To make our figures intelligible and fully understood, I shall have to place in contrast our trade relations between the countries north and south of us as shown by the statistics of those countries.

In 1883 the amount of goods imported into the Dominion of Canada from Great Britain and the United States were as follows: From Great Britain, \$43,418,000; from the United States, \$50,492,832. While during this same period the aggregate imports of all the Central and South American States were \$323,800,000, of which amount the United States contributed \$27,589,429, and to all the countries south of the Rio Grande we sold \$64,719,000, about 20 per cent. more than was sold to our neighbor, Canada. Thus to all this vast territory on the south, containing

a population of over 45,000,000, there was sold but about 20 per cent. more than to the Dominion of Canada, containing a population of but 5,000,000 of people.

To illustrate further, the relative importance of these commercial relations, the statistics show that the exports of Canada per capita were greater than those of the United States, and her per capita imports are also greater than our own. Her per capita railway mileage is about the same as those of the United States. Her growth of population from the date of our Declaration of Independence up to the present day has been equal to our own, ours at that date being about 3,000,000, and hers being less than 300,000.

The records of her criminal courts show that she has a smaller percentage of crime than we have. She is the only country in the world whose national debt is not a war debt, with the exception of two or three millions expended in putting down the recent Riel rebellion. The whole of her debt has been incurred in the development of her internal improvements. In addition to her line of railway extending from the Atlantic to the Pacific, her government is subsidizing a fast line of steamships to ply between Halifax and Liverpool, and the imperial government has agreed to subsidize a line to run between Vancouver, Yokohama, Hong Kong, and Australia. A company has been organized to lay an ocean cable from Vancouver, via Sandwich Islands, to Yokohama, Hong Kong, and Australia. An Atlantic ocean cable is to be owned by the same company which owns the Pacific cables.

Thus her great railway, by means of the steamships which will ply between Halifax and Liverpool in connection with it, and the Pacific line subsidized by the English government, which will also run in connection with it, will have both under its control. Its railways are reaching out for the carrying trade of the two hemispheres. Not only this, but the transcontinental telegraph system and both the Atlantic and Pacific cables, of which I have spoken, will be under the control and owned by her railways.

These are not visions of the future. Most of them are realities of to-day. Already we can step into the most luxurious car which runs on this continent to Vancouver, on the waters of the Pacific, and ride continuously in it for a distance of 3,700 miles until you reach Halifax, on the Atlantic. This country has also a great inland water way from the mouth of the St. Lawrence in the Atlantic to the head of Lake Superior, and all her own, except the locks at Sault Ste. Marie.

These great lines of commerce traverse broad stretches of our own country, will tap almost every important centre of trade on our northern border, and are now stretching their arms across the State of Maine to the