

selves very little good. About this part of the Treaty, however, I do not profess to be well informed; but I do sincerely hope that this Board will take into serious consideration that portion of it which will so vitally affect our manufactures. And whatever we do, I am sure we will leave politics aside, and deal with the question entirely from a commercial point of view.

Mr. S. E. GREGORY, (Hamilton)—Coming from a city that calls itself the Manchester of Canada, and which is surrounded by a fine agricultural country, I may fairly claim an interest in this question of reciprocity. The treaty in its present shape, does not meet the views of our manufacturers. I have not seen a single manufacturer in our city, in any branch of industry, who favors it. I consider that, in the present unsettled state of American currency, we could not get dollar for dollar—they would get our gold dollar, while we would have to receive their depreciated currency. The difference is not much at present; but we have no guarantee how it will be for the future. Then the Treaty will interfere in a special manner with some branches of industry. For instance, our reapers and mowing machines are mostly made under American patents, and our manufacturers of these articles could not send them into the United States, even though the duty were removed, because they could be prosecuted for violation of the patent laws. With reference to the subject of Canals, I do not believe that either the Erie or Champlain Canal will be enlarged so as to accommodate our craft. We allow the Americans to bring their barges up to Ottawa, and surely in all fairness they should permit us to take our barges down the Hudson to New York, instead of being compelled to discharge at American ports on Lake Champlain. Of course, in any treaty we should be prepared to make concessions, and even sacrifices; but we should not enter into any agreement that will sacrifice some of our principal interests, as the treaty now under consideration will do.

Mr. HENRY FRY, (Quebec)—No one can rejoice more than I do at the prospect of a measure to facilitate trade between Canada and the United States. Whether we look at the magnitude of the interests involved, or the length of time the Treaty is to remain in force, it deserves the calmest deliberation from business men, uninfluenced by any political feelings. We meet here as men of business, to discuss matters of business. In order to satisfy the country, it is necessary that the Treaty should be felt by business men, to use the words of my friend from Milwaukee, "to be just, liberal and comprehensive." In one respect it is easy to see that this Treaty is neither just nor liberal towards Canada. I will not speak on the question of manufactures, because there are gentlemen here from the western part of Canada, as well as from New Brunswick, who are better acquainted with manufactures than I am. Nor will I allude to the question of revenue, which, I understand is a very serious matter, for I am told on very good authority, that our Government estimate the loss of revenue under this Treaty at something like \$4,000,000 per annum. But I allude more particularly to the coasting trade of the neighboring Republic. The United

States have by the Im Under the Canadian can ships. If you go find Amer pose there ships has remembrance laws: to Great York, and to carry is consider delphia, an to ballast h that recipr but we can another fea and that is ernment to Lawrence t There are accomplish will be? out this pr itself? Y Caughnawa more than company, a upon this co of building are entirely opinion that lumber fre be, instead forests. I t profitable ou the past; a new market ber, and the that the reg ularly gratif able advance legates to th