

emigrants who crowded into the United States, and although during that twenty-one years Canada had taken to herself the status of a nation; had linked up by the Intercolonial Railway the Maritime Provinces with Montreal, and that we had linked up Halifax with Victoria by the Canadian Pacific Railway. One would have expected that with the great growth and expansion of our own country that our exports to the United States would have doubled or trebled within that time under these favouring and fostering circumstances, but because of the abrogation of the treaty, our trade, as I say, was less by twelve per cent. twenty-one years after the abrogation of the treaty than it was in 1866. These figures are most significant, and one ought not to under-estimate their importance in discussing the probable present advantages which might be derived from a treaty largely on the same lines.

After that treaty was abrogated, Canada felt herself to be in almost desperate straits. Sir John Macdonald negotiated with great difficulty the Treaty of Washington in 1871, which was finally put an end to in 1885. This treaty largely related to the free entry of fish other than from the Great Lakes, and the interchange of canal and railway facilities. This treaty proved to be of very little service, because under a ruling of the United States, although fish were to be admitted free under the treaty, the cans in which the fish had to be shipped, were said to be subject to duty, and this practically made the treaty a nullity. Under another ruling Lake Champlain was held not to be part of the canal system leading to the Hudson, and we were deprived of all benefits of our shipping in that direction, and in 1883 we were notified that the bonding privileges were held to be no longer in force,