

ing to this pressure the Government of Canada has expended large sums in the construction of railroads and canals; and let me say that for every pound expended this western country has, either directly or indirectly, derived some benefit. But the money being spent, of course the interest has to be paid, and that this might be done changes have been made in the tariff from time to time. But you have been compelled to raise your tariff, and although I have not the two to compare, I assume that yours is much higher than that of Canada. Of this we do not complain. Why should you? Both countries must maintain their credit and pay their obligations. I was very much amused by a speech made by Mr. Morrill in your Congress, who assumes that "the magnificent railway improvements of Canada have been made with the profits derived from the Reciprocity Treaty." But Mr. Morrill ought to know that out of about £13,000,000 expended upon the Grand Trunk Railway and the Victoria Bridge, £10,000,000 were subscribed by a body of British capitalists who have never got a shilling in return for their outlay. I was even more amused at the gentleman from Maine who took exception to the construction of the Intercolonial Road. He ought to remember that a very large amount, for which Canada pays interest, has gone to improve and restock the road running through Maine to Portland, and to pay interest to the American proprietors from whom it was leased. As respects the road from Halifax to Bangor, I am happy to be able to inform him that the Government of Nova Scotia and New Brunswick have made 100 miles of that road since the Treaty was signed, while the State of Maine has not made a single mile to meet us. It ought to be remembered that Canada is spending, at this moment, a million of dollars on her frontier. For what? To keep her own people from coming to injure you? Why there is not a man would ever come. It is to keep the people from your side, who abused the rights of hospitality, from injuring or compromising us.

The necessities of Canada from these great expenditures compelled her to raise her import duty. And after all, Canada cannot levy a tax upon your manufactories that she does not also lay on those of Britain, so that you may be easy on that point. We are no more fond of taxation than you are, and there is no more popular cry for a man to get up in our Legislatures than that of reducing taxation.

Passing from the subject of railroads, let us speak of canals. I candidly confess that when I came to this convention I was ignorant on the subject of western extension, but I listened with great pleasure to the speeches made here, and especially to that of Mr. Littlejohn, and I began to feel the importance of the question. But this has been felt in Canada for many years. Has not Canada always been in advance of her means in trying to improve the course of navigation?

I know that a large portion of her debt has been expended in these canal improvements to accommodate the great West, and I know there is no question at this time which engrosses the attention of Canadians more than how they can best extend these highways of commerce.—(Cheers.) And let me say, that, from what I have heard here, when New York, Pennsylvania and Canada have done their best, and made their canals as efficient as they can, there will be business enough to occupy them all, and the produce of the great West will still crowd all those avenues. (Loud cheers.) The complaint that Canada has given drawbacks, and discriminated, has been fairly met by my friend Mr. Ryan. There is no complaint against the Maritime Provinces, as the Boards of Trade of Boston and New York

acknowledge with great candor. Newfoundland takes nearly all her breadstuffs and pork from this country free, and all your manufactures under a very low tariff. As Spain, the Mediterranean and the West Indies take all codfish, she has very little to send in return. Prince Edward Island sends you barley, oats and eggs, and takes from you by far the largest portion of her whole import from other countries.

My friend Mr. Hamlin seemed reluctant that any expression of opinion should go from this body. When any expression goes, it must go from American citizens. All we can do is to express in individual opinion. It is for American citizens to judge of what their own rights are. That is for you, and not for us, to determine. But I do not believe that any expression of opinion from any body of men in this country will be looked upon as an interference with the authority of this government, if I know the men at the head of your affairs, and understand your system. (Applause.) I may say that I believe this whole matter might be safely left in the hands of the very able man who presides over your State Department. (Cheers.) I have no hesitation in saying, as a British subject, that the manner in which he has dealt with the variety of vexed questions between the two countries for the last four years gives me a fair assurance that upon this question, as upon all others, he will deal with these important interests as an intelligent, able and experienced statesman. (Loud cheers.) But I quite agree with Mr. Hamlin and other gentlemen that in making this treaty you must have regard to the revenue you have to raise. I know that to be perfectly true. You have had a large expenditure, and I entirely approve of the spirit in which this assembly recognizes the duty of the Government to sustain the credit of the country and maintain its obligations. We know you must do that. Why, if you did not, we should share in the disgrace; we should feel, as a part of the British family, that when you had issued your bonds and sent them largely into foreign countries, we should be disgraced as well as you if you did not sustain them. [Cheers.] But I believe that the resources of this country are so vast and varied, and the development of its industry is so rapid and extensive, that you will be able to master the debt, maintain your credit, and deal with your neighbors in a kindly spirit beside. Why, sir, if it was said by your Minister that this treaty could not be renewed in consequence of your financial wants, there is not a man in the colonies who would but take the answer. (Cheers.) But if it were done in any other way, we would say, "It is not done from necessity—it is not done for revenue—it is done in temper, and it is an indication of the feeling which we must endeavor to eradicate." If Mr. Seward tells us that they cannot retain this treaty and have a revenue, we shall be satisfied, and will live beside you and be good neighbors, and wait till your finances are in a better condition. (Loud cheers.) Now, I quite admit the general principle laid down by Mr. Hamlin, that it is not wise to enter into treaties that shall withdraw large portions of produce from the operation of general revenue laws. But there may be circumstances that will render it expedient to make exceptions to that rule. We have a large debt in England. But, nevertheless, one of the most singular illustrations of this principle was that great achievement by that noble man, whose loss is deplored by all parties, and who was in all respects a representative Englishman—I mean Richard Cobden. (Great applause.) The treaty that he concluded with France was justified by the public necessities, and the importance of that trade. And the ex-