

We have only the privilege of navigating the river St. Lawrence and the canals of Canada, to fall back upon; and if we do not find "reciprocity" here, we may as well abandon the search.

The anticipated advantages to be derived from the free navigation of the St. Lawrence, have proved utterly delusive. That river is ice-bound nearly half the year, and when it is open, our navigators do not see fit to avail themselves of the privilege of using it. Since the ratification of the treaty, up to the closing of navigation in 1859, it appears by official statements that only *forty American vessels*, with only 12,550 tons burden, had passed seaward through that river, and only *nineteen vessels*, with only 5,446 tons burden, had returned from sea through the same channel. And this is the sum total of all the much-vaunted benefits we were to derive from the free navigation of the St. Lawrence! Was it for this that we sacrificed an annual revenue of two millions of dollars? Was it for this that we threw open our ports to all the agricultural products of the British provinces, to surfeit our markets, already made plethoric by the productions of our own soil? Was it for this that we put it in the power of the Canadian Parliament to drive the products of our workshops and manufactories from her marts, by the imposition of onerous taxes upon them? Was it for this that we struck down the value of our timber lands, and visited disaster and ruin upon many enterprising citizens who were engaged in the lumbering business? Is it for this, that capital and enterprise are being driven out of our own country, and transplanted to a foreign soil?

But, sir, even this miserable privilege of navigating the St. Lawrence, was only granted to us upon the condition that British subjects should have the right freely to navigate Lake Michigan, with their vessels, boats, and crafts, so long as the privilege of navigating the St. Lawrence should be enjoyed by American citizens. And now let us see how these reciprocal privileges compare, as to results. In the year 1857, *one hundred and nine* British vessels cleared from the single port of Chicago, on Lake Michigan—freighted, doubtless, mainly by the products of our great grain growing region of the Northwest—to the great detriment of our own ship owners and carriers. Thus, it will be seen, that instead of receiving any benefits from the privilege of navigating the St. Lawrence, to compensate for the large concessions of the treaty, we only obtained that privilege by granting a similar one to British subjects, of ten times its value.

I object, furthermore, to this article in respect to the navigation of the St. Lawrence, that, by receiving it as a favor, for a limited period, and for an expressed and continuing consideration, we preclude ourselves from taking the higher and true ground, that it belongs to us by the law of nations. That is a position we ought never to yield. We occupied it in respect to the Mississippi, when Louisiana belonged to a foreign power. It is the position to which the publicists of Europe have been steadily tending since the treaties of 1815, which terminated the great wars of Napoleon, and it is even more imperatively demanded by the geography of this continent. We are insisting upon it at this