

tions with Great Britain secure this communication entirely to her shipping. No American citizen can enter into competition with her subjects. The voyage from Liverpool to Halifax, from Halifax to Boston or New York and the same reversed from Boston or New York back to Halifax and thence to England permits four terms or sections—two long ones across the Atlantic; two short ones between our ports and Halifax. By the existing regulations English shipping can occupy all four of these sections. The Americans but two, and these the short two. In seeking for reciprocity in our relations with Great Britain it would seem to the Committee to be a cardinal point to place this colonial commerce upon a footing altogether more just to our claims than it at present occupies; and that we are entitled to demand of a friendly power with which we stand under so many affinities of commerce and good will as we do with Great Britain that we should either be allowed to participate with her in the carriage of our own commodities from and to any part of her dominions, or that regulations should be adopted which shall prevent her from monopolizing that carriage to herself.”

On the 10th May, 1850, the President of the United States sent a message to Congress relative to the reciprocal admission of the natural products of the United States and Canada, free of duty. He said: “I hereby transmit copies of a correspondence between the Department of State and the British Legation in this city, relative to the reciprocal admission of the natural products of the United States and Canada, free of duty, into the territories of both countries. It will be seen by the accompanying documents that the late Secretary of the Treasury recommended, in his correspondence with the Committee of Commerce in the House of Representatives, reciprocal free trade in the natural products of the United States and Canada; that in March and June, 1849, a correspondence was opened between the British Chargé d’Affaires, then residing in Washington, and the Secretary of State, upon the subject of a commercial convention or treaty to carry out the views of Her Majesty’s Government in relation thereto, and that the proposition for such a convention or treaty was declined on the part of the American Government for reasons which are fully set forth in the note of the Secretary of State, Mr. Crampton, of the 26th June last. During the negotiation connected with this correspondence, not considering the markets of Canada as an equivalent for those of the United States, I directed the Secretary of State to enquire what other benefits of trade and commerce would be yielded by the British authorities in connection with such a measure, and particularly whether the free navigation of the St. Lawrence would be conceded to us.

“That subject has according been presented to the British Government, and the result was communicated by Her Majesty’s Minister in Washington, the 27th March last, in reply to the note from the Secretary of State of the 26th of that month. From those papers it will be perceived that the navigation of the St. Lawrence and of the canals connecting it with the western lakes will be opened to the citizens of the United States, in the event of the Bill, referred to in the correspondence, providing for the admission of their natural products, becoming law-