

Hay.
Lime.
Malt.

Manufactures of iron and steel—to be defined.

Manufactures of iron or steel, and wood jointly—to be defined.

Manufactures of wood—to be defined.

Mineral and other oils.

Plaster, raw or calcined.

Salt.

Straw.

Stone, marble or granite, partly or wholly cut, or wrought.

4.—That the Fishery Arbitration provision of the Washington Treaty should be abandoned.

5.—That the entire coasting trade of the United States and Canada should be thrown open to the shipping of both countries.

6.—That the Welland and St. Lawrence Canals should be enlarged forthwith, so as to admit of the passage of vessels 260 feet long, 45 feet beam, and a depth equal to that of the Lake harbors.

7.—That the Canadian, New York, and Michigan Canals should be thrown open to the vessels of both countries on terms of complete equality; and with full power to tranship cargo at the entrance or outlet of any of the said canals.

8.—That the free navigation of Lake Michigan should be conceded forever to Great Britain, as the free navigation of the St. Lawrence River had been conceded to the United States by the High Joint Commission, in 1871.

9.—That vessels of all kinds built in the United States or Canada should be entitled to registry in either country, with all the advantages pertaining to home-built vessels.

10.—That a Joint Commission should be formed and continued, charged with the deepening and maintaining in efficient condition the navigation of the St. Clair and Detroit Rivers and Lake St. Clair.

11.—That a similar Joint Commission should be formed and maintained for securing the erection and proper regulation of light-houses on the Great Lakes.

12.—That a similar Joint Commission should be formed and maintained to promote the protection and propagation of fish in the inland waters common to both countries.

13.—That the citizens of either

country should be entitled to letters patent for new discoveries in the other country on the same terms as the citizens of that country enjoyed.

14.—That joint action for the prevention of smuggling along the lines should be a subject of consideration and co-operation by the Customs authorities of the two countries.

Time was of course needed for consideration of these suggestions and for enquiry and discussion in regard to them, and it very soon became manifest that the absence of exact knowledge as to the inter-traffic between the Republic and the Provinces in past years, as to the actual operation of the Treaty of 1854 during the thirteen years it was in force, and as to the advantage to be gained by our neighbors from access to our markets in our improved position,—stood greatly in the way of successful negotiation. The misapprehensions found to exist as to the condition of Canada, her revenue, her foreign commerce, her shipping, her railway system, and the extent and prosperity of her various industrial avocations was truly marvellous. On every hand, and from very unexpected quarters, you heard it alleged as beyond question that the commerce between the countries in bygone years had been of little account to them, but always in our favor; that our neighbors bought from us pretty much all we had to sell, while we bought little or nothing from them; that the Reciprocity Treaty made the matter much worse, and enriched us at their expense, and that the abolition of the Treaty of '54 had brought us well nigh to our wits end. I do not mean to say that such mistakes as these were found among many of the prominent statesmen at Washington, but with a very large proportion of the politicians congregating at the Capital such ideas were sincerely entertained, and unhesitatingly affirmed. Let me give you an example. I had the good fortune to meet a well-known statesman, equally remarkable for his ability, high personal character and kindness of heart, as for the extreme nature of his Protectionist opinions. The subject of the proposed Treaty came up, and I ventured to express the hope that it would receive a more friendly reception from him than