

These figures show the vast importance and inestimable advantage to our commerce, navigation, manufactures, mechanical and agricultural interests; of a uniform system of commercial regulations and reciprocal trade between the United States and our southern neighbors.

The Canadian Reciprocity Treaty was an important step towards the adoption of a liberal commercial system in America. It was but one step, however, in the right direction, and falls very far short of what the interests of both countries demand. Instead of being limited to a brief list of specific articles, the growth and production of the two countries respectively, and the right to navigate the rivers St. Lawrence and St. Johns, and to use the canals connecting the lakes with the Atlantic, for certain purposes and for an uncertain period, it should have abolished all the custom-houses and removed every barrier to the freedom of trade, transit, and intercourse between the United States and the British Possessions in North America, and have guaranteed the permanent use of all the rivers, canals, railroads, and lines of communication in both countries on terms of perfect equality to the citizens and subjects of each.

The impolicy, not to say absurdity, of maintaining a line of custom-houses along the Canadian frontier is made apparent by the official returns to the Treasury Department, showing the amount of revenue collected and the cost of collection at each of the Ports on the Lakes and at the various points on the boundary between the two countries. It appears from the tables accompanying the letter of the Secretary of the Treasury to the House of Representatives, June 16th, 1860, communicating certain reports in reference to the operations of the Reciprocity Treaty, that the cost of collecting the revenue at all the custom-houses on the Canadian frontier exceeds the aggregate amount collected by the sum of