

ability of its being diverted, we should not look so much at the proportion it bore to the total exports or imports of the country as to the proportion it bore to the whole products of the industry of the Province. (Hear, hear.) We ought not to conclude that because, say 25 per cent. of our exports went to the United States, 25 per cent. of the industry of the Province would be paralyzed if they did not go there. The worst result would be the change that would have to be made in a certain amount of the productive labor of the country. Labor rendered unremunerative in one direction must be made productive in another. It was so in manufacturing pursuits; it would be so in others. Apart from the derangement of commercial transactions, which would undoubtedly be a source of annoyance, the only consequence would be that if we had an absolute interruption of the American trade, we should have to change the character of our produce before sending it to market—our productive industry would not be paralyzed. (Hear, hear.) He thought the Committee would agree with him that we could do no greater service to the cause of Reciprocal Free Trade with the United States—we could do nothing better calculated to bring about such a state of feeling in the United States as would lead to the renewal of the treaty—than to do away with exaggerated views and ideas on one side or the other. When the Americans found that the loss of their trade would not affect us so seriously as to change the allegiance of the people of this country, they would, in all likelihood, commence to extend commercial facilities to us again. In this connexion he must remark that when a gentleman occupying the important position of the chief representative of the commercial interests of the United States in Canada asserted that the loss of free trade with them would affect our allegiance, he shewed a most lamentable ignorance of the state of that trade and of the country. (Hear, hear.) He (Mr. Galt) could not think such views were sanctioned by the authorities to whom that gentleman was responsible. (Hear.) To do away with such views as he expressed it was essential we should have it clearly and perfectly understood that we were not so dependent on this treaty as was supposed. (Hear, hear.) The political question was quite distinct from the commercial one. The American politicians said themselves that they desired us to be in such relations with them that more commercial intercourse would follow. They did not desire a suspension of trade with us, except for the purpose of forcing us into annexation. If then we could show them that the trade was not of such magnitude that its interruption would produce a complete change in our hopes and aspirations, and render us willing to abandon our whole future, we should remove one of the greatest obstacles to the re-establishment of intimate trade-relations. (Hear.) Again, it was clear that another class of people we had to meet was those who were honestly convinced that the trade under the Treaty was very much more advantageous to Canada than to the United States; so advantageous, indeed, to Canada that we should be willing to make any sacrifice in a commercial sense—not a political

way to enter into a bargain with the United States by laying down our heads and saying we must concede everything they asked. He contended that this was not the position of Canada. He admitted that the Treaty was important—that there were important interests which would suffer if it were interfered with—but he denied that they were so important that we should give up everything in a commercial and financial sense to have it renewed. (Hear.) We were called on by the Detroit Convention to enlarge our canals—to give them certain assurances with regard to the use of these canals—also to alter our customs and other duties, in the sense which they thought would be more advantageous to their manufacturing interests than at present. Now, we were prepared to enter into discussion on all these points. We said we were satisfied with the Treaty, though it was not so advantageous for us as we could wish, and asked them if they did not desire an absolute suspension of commercial intercourse, to tell us the points which, in their opinion, demanded modification. Now, taking the Detroit Convention as an exponent of the views of the United States, we saw that the enlargement of our canals was one of the points urged by them. The position of the Government on this subject was clearly and intelligibly stated the other night. We had no trade ourselves which required such enlargement—no trade which of itself would justify us in enlarging the canals. We could only be repaid for such improvements by obtaining the American trade and making it pay tolls, or otherwise contribute to our revenue. If, then, the Americans did not want to have any trade with us, it would clearly be the greatest mistake in the world to enlarge our canals; that should only be done in the event of the Americans desiring to send their produce by our routes. It was very well for them to ask us to enlarge our canals, so that they might have some check on the rate of toll taken on the Erie Canal—all very well for them to demand the enlargement of our canals, whether they used them or not—but he thought that when they came to ask for it, we might very fairly refer to some points which required to be altered in our interest. There was, for instance, the registration of shipping, and the admission of our vessels to their coasting trade. The Government of Canada contended that the interests of the Maritime Provinces were identical with those of this country. Well, we should have to consider whether the facilities we were asked to furnish to the North West to reach a foreign market, were not of such value as to justify us in asking that our vessels should be admitted to a participation in their coasting trade. [Hear, hear.] The Registration of Shipping was of great importance to the interests of the very place in which the House was now sitting. It was to be hoped the American Government would take a different view of this in future from what they had taken heretofore. Large numbers of American ships had been transferred to English owners during the late war, and it would be very difficult, if he understood their law aright, to get their registers changed.

AN HON. MEMBER—They can't do it.
HON. MR. GALT—Another point was this. It would be quite plain to any one who