

States bordering thereon respectively, not inconsistent with such privileges of free navigation.

"And the United States further engage to urge upon the governments of the States of New York and of Michigan to secure to the inhabitants of Canada the use of the Erie, the Whitehall, the Sault Ste. Marie canals, and of any enlarged or extended or new canal or other improvement connecting Lake Champlain with the lower waters of the Hudson River which may be made, as contemplated in Article VI., on terms of equality with the inhabitants of the United States.

"And it is mutually agreed that full power shall be given and allowed to transship cargo from vessels into canal boats, and from canal boats into vessels, at either terminus of every canal.

"And further, that if the use of the Erie and Whitehall, or other canal connecting Lake Champlain with the lower waters of the Hudson River and of Sault Ste. Marie canal, be not granted to the inhabitants of Canada on terms of equality with the citizens of the United States, as contemplated in this article, then the use of the proposed Caughnawaga canal by the citizens of the United States, as above contemplated, shall be suspended and cease until the use of the said canals in the United States shall be secured to the inhabitants of Canada, as above contemplated."

It would Abolish our Ship-yards and Commercial Marine.

The remarkable growth of our ship-yards and increase of our commercial marine was secured by the First Congress and the Administration of Washington, when they enacted and carried into effect navigation laws, which provided that all exchange of commodities between United States ports should be carried in vessels built in the country and owned exclusively by American citizens residing in the country. Our domestic or coastwise commerce is more than thirty times as great as our foreign commerce, and by securing it to American-built vessels, owned and manned by American citizens, the fathers assured the growth of our ship building and the maintenance of a training-school for sailors fit for the duties of commerce or war. But the English draftsman of this treaty has discovered that the wisdom of the fathers was folly. That it is not necessary for a commercial republic with a more extended coast than demands protection at the hands of any other people, to have either ship-yards or a training-school for sailors, and that it will best consult its interests and its honor by permitting the subjects of its manufacturing and commercial rival to build its vessels and conduct the carrying trade between its ports. Lest it may be