

tioned can be made in favor of the colonial ports not closed to the admission of vessels of the United States, by the Order in Council of July 27th, 1826."

From this latter date on through the years of the century the interest of the United States in Canada has grown and waxed strong.

In 1834, Taney's Report on Colonial Trade found its way to the shelves of the Congressional Library. In 1838, Woodbury's Report on Commerce with the British North American Provinces was brought into being. In 1842, Cushing's Report was presented to Congress. Mr. Cushing complained that the existing commercial arrangements between the United States and the Colonial possessions of Great Britain, were injurious to the United States and not executed in good faith by Great Britain; that export duties were imposed on goods shipped in American vessels, while similar goods were free when shipped in British vessels. He complained, also, of other discriminations and stated that the policy of the United States was to observe strict principles of equity. If Great Britain pursued a system of prohibition and restrictions against the United States, it behooved the United States to protect its commerce by counter-prohibitions, but that negotiations should first be resorted to. The President is requested to negotiate with the British Government for the purpose of effecting permanent, equitable and just arrangements of commerce. (U.S. House Reports, No. 650, 27th Congress, 2nd Session, Vol. III.)

In the same year (1842) Mr. Kennedy made a report from the Committee on Commerce, House of Reps. The Committee reported: "From these facts the Committee feel justified in assuming the position that in order to establish a just and actual reciprocity in the employment of the navigation of the two countries—throwing out of view every question relating to reciprocity in trade with Great Britain in regard to which the most striking and oppressive irregularities exist—it is essential: 1st. That all ports of the British North American Colonies should be open to the admission of American vessels on the same terms that British vessels are admitted to our ports; and 2nd, That the American vessels shall have the privilege of carrying freely from the British Colonies to the Mother Country, to all other British Colonies, and to all foreign countries, all commodities of the same class or description as those which are ordinarily imported by the British Colonies from the United States, on the same terms that British vessels may carry them." This Committee also complained that British vessels had a great advantage over United States vessels because the latter could not ship, load or unload in British North American ports, while on their way to and from Europe. They said: "Since the application of steam to the navigation of the Atlantic has been so successfully brought into practice great changes have occurred in the course of trade. These changes are likely to result in a totally new condition of the commercial interest in this country requiring the adoption of new measures in our policy. The shortest line of communication between the American and European countries touches Nova Scotia and England. A passage of 12 days from land to land is not unusual. From Nova Scotia to the United States is but another day. Our present rela-