

stances, what Canadian going abroad or coming from abroad would not prefer landing in New York, or Boston, or Portland, to disembarking in Halifax or St. John? And with the increasing size of our cities, the advantage will increase rather than diminish.

The elevators for storing and handling Canadian grain should be located on this side of the line, and the steamers of the Canadian Pacific and the Grand Trunk Pacific should in the winter time at least find their 'home' port in New York, or Boston, or Portland. And if, under a reciprocity arrangement or otherwise, the farm products of Canada were admitted free of duty, the Canadian Government would be friendly, instead of hostile, to the use of American ports for Canadian business. My belief is that such a course would promote the cause of reciprocity on the broad lines of free trade between the two countries."

The answer of Montreal would be that the millions which have been spent in making Montreal during several months of the year, the second largest shipping port on the continent of America, would be practically lost, and the growth of this great city would probably be paralyzed! The suggested effect on the great industries of Canada I can best state by quoting Senator Beveridge, of Indiana,—

"There must be reciprocity with Canada. Our tariff with the rest of the world does not apply to our northern neighbour. That policy already has driven American manufacturers across the Canadian borders, built vast plants with American capital on Canadian soil employing Canadian working men to supply trade.