

When the Senator from Maryland said that the navigation of the St. Lawrence was useless to us, he could hardly have been aware that ship canals have been constructed around the falls of Niagara, and other points below, to connect the great lakes with the Atlantic Ocean by way of the St. Lawrence, and that vessels of three hundred and fifty tons pass freely through these internal channels of communication. During the last summer, two of our revenue vessels passed from Lake Erie and Lake Ontario, through the St. Lawrence, to the Atlantic. When our ships can go to Quebec by sea and meet vessels from our northwestern States, there can be no doubt that large quantities of the products of those States will be carried, in summer, spring, and autumn, in this direction by our own vessels to Europe. If this bill becomes a law, I have no hesitation in predicting that vessels at no distant day will be laden with wheat in Chicago, Green Bay, Detroit, and Cleveland, and unlade in Liverpool. Ship-owners, producers, all will be greatly benefited by this free commerce, which will have an advantage in avoiding transshipment between the point of embarkation and the sea, or the foreign market. If the result is to affect in any way producers in the Middle States, as Kentucky in the West, and Maryland and Virginia on the Atlantic, it will be to relieve them from competition in our own markets with the wheat-growers of Ohio, Illinois, Michigan, and Wisconsin; and I greatly err if gentlemen from the wheat-growing States do not find themselves acting in direct contravention of the interests of their constituents in opposing this measure. In any point of view under which the subject can be considered, the opening of the St. Lawrence will be of incalculable benefit. It is, indeed, the only outlet of the Northwest to the sea for vessels of any magnitude—the only outlet of this kind they can ever have; for with all the facilities for internal communication New York possesses, a ship-canal through her territory is opposed by physical obstacles too serious to be overcome.

I believe the adoption of this great measure—the free navigation of the St. Lawrence—depends on the passage of this bill. If the reciprocity it provides for is refused, we cannot expect that Canada will grant us what she considers as a boon, what we claim as a right, and what all must concede to be a privilege of inestimable value. On the contrary, if the liberal course she has pursued is met by an illiberal spirit in us, I fear she will be compelled, in self-defence, to resort to her old system of differential duties, and to continue the restriction on navigation. There is a strong party in Canada in favor of this course. I have already

alluded to the anti-liberal party. I have quoted their recent petition to the Queen in favor of discriminating duties on our products. And, sir, I greatly fear, if this bill is defeated, that we shall put a weapon into their hands to be wielded to our serious annoyance and injury. To withhold, therefore, a just measure of reciprocity, as I verily believe, of mutual advantage to both parties, would not only be exceedingly narrow in policy on our part, but, like all selfishness, it would defeat itself, and result in a loss of benefits we already enjoy. These benefits, as I have already shown, are—first, equal duties in Canada on American and British goods; and second, a market for at least three millions of dollars in value of the products of our industry.

Mr. DAYTON. Will the Senator allow me to interrupt him? The statement of facts he makes is important; and I desire to know on what authority he says that our manufactured articles are received in Canada on the same terms as those of Great Britain.

Mr. DIX. I state it on the authority of the Canadian tariff, which I shall be happy to show the Senator from New Jersey; and I will add, that large quantities of our manufactures are carried into Canada for consumption—iron castings, coarse cottons, and a variety of articles sent from the New England States, New Jersey, and Pennsylvania. To these States the increased intercourse proposed by this bill will be of great importance. The prospective benefit (which we should reject by a narrow policy) is the free navigation of the St. Lawrence—one of the highest prizes offered to the commercial enterprise of the country for many years. It will also carry with it the application, which we have always contended for, of a principle of the greatest value in international intercourse—a principle generally conceded in Europe, since the report of Baron Von Humboldt—the right of riparian States to an outlet to the sea by the water-courses on which they border. These seem to me to be advantages which far outweigh in importance any considerations of pecuniary profit to be drawn from a close computation of the number of bushels of wheat which may be reciprocally received and exported; though, even on this narrow ground, I trust I have shown that we are not likely to be losers by the competition.

There is another view of the subject which, I confess, weighs greatly with me. The liberal party in Canada has been struggling for years to obtain the measure of political and commercial freedom to which they believe every community of men to be fairly entitled. Commercial freedom they have secured—not fully, but so far as to give them the