

west railway communication, the cheapest and speediest communication with the Mother Country, thus giving them an ability to sell their farm products in the Mother Country on an even basis with their compe'tors. So that when President Taft announced his desire for the extension of trade relations, Canada was found to be in the situation which had been predicted fifty years ago by Sir Francis Hincks to Secretary of State Seward, and no longer anxious, in fact many of her vital interests opposed to the change of trade route and the attempt to create new markets. This, it was felt, would be practically a wasting of hundreds of millions of dollars, which we had expended in building up trade routes and markets, and would imperil to a great degree the most valuable market of all to the agricultural producer, namely, the home market. Halifax, St. John, Quebec, Montreal, Toronto, Hamilton, Winnipeg, Vancouver, Victoria, all would feel the stress of competition both from the specialized products of the great factories of the United States and from the diversion of the trade which flowing south would be lost to them.

Let me point out to you what the advocates of Reciprocity say as to this. As to the effect on trade routes I quote from Mr. H. M. Whitney, of Boston,—

“New York, and Boston and Portland are the natural outlets for the foreign trade of Eastern Canada. St. John and Halifax are twice as far from Montreal as New York, or Boston, or Portland. The Canadian Atlantic ports are not to be mentioned in competition with the American Atlantic ports for passenger business. Our Steamers are larger, and social conditions count for very much with travelers. Under existing circum-