

at all. The whole thing might have been as well accomplished by an act of Congress exempting these Canadian products from duty.

The treaty of 1854 contained certain (so-called) equivalents for us, in fishery privileges and in the free navigation of the St. Lawrence canals and river, both of them shams, and the last-named so palpable a sham that the pertinacity with which it has been talked and written about is truly amazing. Nothing is clearer or more certain than that the St. Lawrence canals will be closed to us in time of war, and that the Canadians will be only too happy to keep them open for us in time of peace, so long as we will pay the same tolls which their own people pay. It is for tolls and business that canals are built, and Canada would even be willing to pay a round sum every year if the entire carriage of the products of our interior States to the Atlantic Ocean could be diverted to the St. Lawrence route.

But, whether shams or realities, these privileges of fishing and navigation on the St. Lawrence canals and river are disposed of in the treaties negotiated by the Joint High Commission, and can no longer be made to perform any duty, useful or ornamental, as make-weights in reciprocity arrangements with Canada.

It was commonly said, after the treaty of 1854 was abrogated, that, although that was objectionable and indefensible, a treaty might be negotiated, giving us equivalents in the introduction into Canada duty-free of various articles of manufacture, and thus converting a one-sided arrangement into one of real reciprocity. It was the reiteration of these ideas which led finally to the last reciprocity treaty, which the Senate of the United States refused to ratify, and which, the resulting discussions and developments here, in Great Britain, and Canada, show conclusively never can be ratified by any of the parties concerned.

The first result of the publication of that treaty was the call upon the British ministry of deputations of English manufacturers and English merchants, calling attention to the fact that the treaty made in terms no provision for the free introduction into Canada of the same manufactured articles from Great Britain, proposed to be admitted free from the United States. The reply of the British ministry was that that was a matter between England and Canada, not necessary or even fit to be incorporated into a treaty with the United States, and that the introduction of English manufactures into Canada on as good terms as might be allowed to any other country resulted from the nature of the political connection between

54274