

This applies to farm products generally, except the matter of eggs, of which the Canadian price has of late been higher. This, however, is a small matter, for it is not perhaps to the farmer's credit that Canada hardly produces enough eggs to supply the home demand.

We have been importing eggs to Canada that, with proper enterprise, is capable of producing millions of dozens for export.

There is no need of amplifying figures to show that a free United States' market would be a big boon to the farmer.

Every Farmer Knows.

Every farmer not blinded by political prejudice, knows in his own heart that as the reciprocity treaty of 1854 was a great advantage to the farmer, so will the reciprocity agreement of 1911 be a similar benefit. Under the old reciprocity treaty of 1854-56, there was a tremendous boom in agriculture in Canada. In spite of the financial depression of 1855 and, subsequently, the expansion of Canadian trade with the United States, was over 20 millions. In 1855, after one year of the treaty, it had advanced to 42 millions. After five years of reciprocity the trade grew to 48 millions. After nine years of reciprocity the total trade had grown to 55 millions. In 1866, when the treaty had come to an end, the total was 84 millions. This wonderful growth of trade, from 20 millions to 84 millions, during twelve years of reciprocity, is all the more wonderful, when it is remembered that during that period the population of Canada was only 3 millions. Now, when Canada's population has increased nearly threefold, when her capacity of production and her need of market has increased in greater proportions—

When the United States market, owing to its great growth of population and lessening production affords a larger inlet for Canadian natural products — when all these things are considered, the present reciprocity agreement, almost identical in scope and conditions with that of 1854, can confidently be counted upon to repeat and better the story of wonderful growth of trade, in the twelve years of the old treaty.

General Benefits.

Reciprocity promises to be of advantage to every part of Canada. Free fish will give this industry a great stimulus. The advantages Canadian fishermen will gain by the agreement are regarded as so greatly to their interests that the Gloucester. (Mass.) fishermen, when they heard that the agreement made Canadian fish free to the United States market, hung the flags of their fishing smacks at half-mast, as a token of the mourning over the competition of free fish from Canada. British Columbia fishermen will gain similar advantages to the Maritime provinces. And all over Canada every industry dealing with our natural resources, will be benefited. I have remarked that the opposition to reciprocity does not come from the thinking and unprejudiced farmer. This applies to the Canadian farmer, for the farmers of the United States think that Canada has secured the big end of the bargain in the agreement and that Canadian competition will be ruinous. And United States farmers are doing all in their power to defeat the ratification of a reciprocity agreement that will give what they consider such great and undue advantages to the Canadian farmer.

General Results.

The pending reciprocity agreement seems to me, when viewed dispassionately, to be in the interests of Canada, especially the farmers of Canada. It may, as every fiscal change is bound to do, pinch some interest a little here and there. But taken in the large, considered in its broad aspects, it is bound to be a distinct national advantage.

It will benefit the farming community by opening a new, larger, and most convenient market for every product of the soil. While benefiting the pivotal industry of Canada—the farming industry—it will not injure any other, for, except in a very few cases, it does not affect manufactured products. It promises a vastly augmented flow of the life blood of a nation, trade, through new and wider markets. We are doing everything in our power to extend our trade. We have spent hundreds of millions in providing transportation, in the interests of trade, and are spending millions more. We are spending large sums in subsidizing steamship