

are pledged to in the agreement. I acknowledge the force of all that is said as to the immense advantage possessed by the American people in a contest with a colony one-tenth their population, and hardly yet past the first stages of forest settlement. I admit the larger the means, the vastly greater experience and the eminent business capacity they would carry into the contest; but I have faith enough in the industry, the energy, the enterprise, and the indomitable perseverance of my countrymen, and in the cool blood of our northern clime, to believe that in the long run, and a fair field, Canada would hold her own under all these disadvantages. (Hear, hear.) As you are aware, hon. gentlemen, the Draft Treaty embraces ten propositions:—1st. The concession to the United States of our fisheries for twenty-one years, and the abandonment of the Washington Treaty arbitration. 2nd. The admission, duty free, into both countries, of certain natural products therein named. 3rd. The admission, duty free, of certain manufactured articles therein named. 4th. The enlargement of our Welland and St. Lawrence Canals. 5th. The construction of the Caughnawaga and Whitehall Canals. 6th. The throwing open to each other, reciprocally, by both countries, the coasting trade of the great inland lakes, and of the St. Lawrence River. 7th. The concession to each other on equal terms of the use of the Canadian, New York and Michigan Canals. 8th. The reciprocal admission of vessels built in either country to all the advantages of registry in the other. 9th. The formation of a joint commission to secure the efficient lighting of the great inland waters common to both countries. And, 10th. The formation of a joint commission to promote the protection and propagation of fish on the great inland waters, common to both countries. Now, then, let us examine these propositions *seriatim*. The first, second, and seventh of them go naturally together, and they need no comment. They embrace simply the conditions of the old Treaty of 1854, which operated so favorably for us, and so much more favorably for the United States. The third proposition—as to manufactures—is the only item that has met with bitter opposition, and that,

strangely enough, from all three countries. I will leave it for the present and return to it again. The fourth proposition, for the enlargement of our existing canals, is one eminently for the advantage of the United States, and involves a very large expenditure on our part. It is impossible to estimate the enormous annual gains that must result to the farmers of the Western States when vessels of 1,000 or 1,200 tons shall be able to load in the upper lake ports and sail direct to Liverpool—free from transshipment expenses, brokers' commissions, way-harbor dues and ocean-port charges, and return direct to the prairies with hardy immigrants and cargoes of European merchandise. Canada, no doubt, would have her share of benefit from all this—but it could not be compared for a moment with that of the great Northwestern and some of the Middle States. The fifth proposition—for the construction of the Caughnawaga Canal—would be also an immense boon to the United States. It would open up to the dense manufacturing population of New England, for the first time, a direct water communication of their own with the great West, it would enable them to load ships of 1,000 tons at their Lake Champlain ports with merchandise for the Prairie States and bring them back freighted with farm produce; and when the Whitehall Canal should be enlarged to Troy, and the improvements of the Upper Hudson completed to deep water, where in the wide world could be found so grand a system of internal water navigation as that stretching as it then would in one continuous ship channel from New York on the Atlantic, to the west end of Lake Superior, and possibly, ere long, to the eastern base of the Rocky Mountains. Canada, too, would have her share of profit in all this. Her great lumber interests on the Ottawa and its branches would find full advantage from it, and the enterprising farmers of the middle and eastern counties of Ontario would have the New England market, with its three-and-a-half million of manufacturing population, opened to their traffic. The sixth proposition is the concession to each other of the inland coasting-trade, and nothing could be done more sensible or more profitable to both