

entrepot for the reception of goods from all parts of the world to be legally smuggled into the United States." So there are fifty millions behind that resolution and there must be some money to keep it company. And then there are the Pennsylvania mining interests—interests that have ever been all-powerful in the lobby against the treaty, and the interests that must suffer by the imposition of increased duties to supply the revenue deficiency that will be created by the change in the tariff. The political economy of a majority of the people is still protective, and the opponents of the treaty declare that it means neither more nor less than indirect free trade with the world. Among those who alarm the protective element in this way we find the powerful Wool Growers' Association. The wools produced in England and Ireland, they assert, "are so like those produced in Canada, that even an expert cannot always detect the difference, and that, should the treaty be ratified immense quantities of this foreign grown wool would be smuggled into this country as Canadian. The provision which admits woollen rags from Canada free of duty might just as well have been made to apply to all other countries; for under its operation Canada would be the great entrepot for woollen rags to be sold here, and none would come to us save through Canada," and this state of things is not to be permitted by the Association. The shipbuilding interest, also, see the spectre of British competition in the article providing for the registration of Canadian built ships in the United States. "How," says the *Boston Commercial Bulletin*, "the shipbuilding interest would thrive on the Clyde and wane on the Delaware! The vessels would not be 'built' on the other side, of course. But all the iron parts and pieces, all the machinery, all the fittings down to the last detail, could and would be built abroad, and in the shipyards on the St. Lawrence would be done the 'assembling' simply, by men in the employ of, and superintended by, the English builders. And when the vessel, thus constructed, had touched the water for the first time on this side of the ocean, she would be duly labelled as 'Canadian built,' and, under the provisions of the treaty, would come in and claim American registry. This would be an interesting form of reciprocity." All of these opponents of the treaty seem to think that it will benefit English manufacturers at the expense of those of Canada and the United States. They have no fear of Canadian competition except in lumber, but dread the indirect opening of their markets to Great Britain.

Our own Board of Trade has had the subject under consideration, and, after full discussion and careful investigation, condemned the proposed treaty. A committee of the Board having been entrusted with the duty of preparing a report on the treaty in its relation to our

interests, telegraphed the Premier, asking if the Governments of Canada and Great Britain were at liberty to suggest modifications to the draft treaty, or if it must be accepted as a whole by the Government and Parliament of Canada, and Mr. Mackenzie disingenuously replied: "It is impossible for me to answer for the British Government the question you ask." The committee, after weighing the matter thoroughly, prepared a report condemning many features of the treaty's proposals, holding that Canadian vessels should have been admitted to the United States coasting trade in return for the fisheries, that the sliding scale was injurious to Canada, that the revenue would suffer a loss of nearly three millions, that the terms by which manufactured articles are described are ambiguous, that the free exchange of the goods reduced would injure if not destroy Canadian manufacturing industry, and thereby lessen the population of the country, that the canal obligations were oppressive and unreciprocated, and that reciprocal registry of shipping would be as beneficial to United States commerce as to Canadian shipbuilding. Resolutions based on this report were introduced by Mr. C. H. Fairweather, supported by him in an able speech, opposed by Mr. Cushing and others in ingenious special pleas, and adopted by a vote of twenty to ten. Instead of reproducing the arguments against the treaty it may be just as "rough on" that instrument to produce the arguments that were urged in its favor. Mr. Cushing, for instance, thought that the United States fisheries were worth as much to us as ours are worth to them! Mr. Ellis made some assertions equally sensible. The *Freeman*, the strongest advocate of the treaty, supports it by declaring that our Board of Trade will become "the laughing stock of the Dominion," that it would be disgraceful to receive a money price for our fisheries, that our manufactures would be expanded, etc., and "joins in the laugh with those outside of St. John," at the ridiculous position of the Board of Trade. The *Freeman* replies to Mr. Fairweather's masterly speech by saying that he "d. als chiefly in flour, an article not affected by the treaty." All the more reason for considering his judgment unbiassed. But the *Freeman* can't understand why anybody should condemn anything that does not hurt himself. Mr. Berton is disclosed to be "a merchant whose business the treaty would not affect very directly or very materially," and the *Freeman* can't see why he should oppose it. After declaring that the Imperial Government managed the late negotiations as they managed those which led to the Treaty of Washington," (which assertion unwittingly endorses the definition of the treaty by a United States opponent as having been drafted by England and presented by Canada), the *Freeman* goes on in this style:

The names were not taken and our reporter has not been able to ascertain who all the twenty were, but he has furnished us with the names of some. They are as follows:—

Mr. Elder, a newspaper proprietor and editor, who supported the Macdonald Government and who now professes to support the Mackenzie Government, but is much discontented.

Mr. Harris, foundryman, manufacturer of agricultural implements, builder of railway cars, &c., &c. He supported the Macdonald Government.

Mr. Berton, a merchant, importer of groceries and other merchandize.

Mr. Tuck, a lawyer, lately appointed Recorder of St. John by the Local Government; formerly deputy of the Minister of Justice.

Mr. Daniel, dry goods merchant.

Mr. Boyd, Mr. Daniel's partner, and *Fidus Achates* of Mr. Tilley.

Mr. Forbes, a lawyer, an active partizan of the late Government.

Mr. Pitcaithly, manager of a Branch of the Bank of Nova Scotia; a resident of St. John only for a few months.

Mr. Cornwall, agent for an Insurance Company; almost a stranger in St. John.

Mr. Smith, the Mayor of the city, a druggist.

Mr. Burnham, manufacturer of furniture.

Mr. Fairweather, an importer of flour.

Mr. Austin, a merchant doing business in Indian town.

Our reporter adds the name of Mr. S. Jones, brewer and banker, but is not positive that he voted with the majority.

We would be glad to learn who the other six are, as we should like the people of the Dominion to know the exact value of this vote of the St. John Board of Trade.

To any one acquainted with the gentlemen so sneeringly named above it is unnecessary to say a word. Mr. Elder shows his sincerity in this matter by risking the Government patronage and endangering his chance of an office. Mr. Harris is one of the largest manufacturers in the Maritime Provinces, and knows exactly how disastrous would be the treaty on the business in which he is engaged. Mr. Fairweather, the late President of the St. John Board of Trade, and also Vice-President of the Dominion Board, is one of our largest flour merchants, and largely interested in shipping. The influence of his opinion alone would overbalance a large number of those opposing him. Mr. Berton, having been declared to be personally disinterested, may be accepted as speaking for the interests of the country. Mr. Tuck is not a strong partisan, and has no party affiliations at present that would cause him to express himself otherwise than as his judgment dictated. Mr. Daniel and Mr. Boyd do a business amounting to over \$1,000,000 a year, and may be supposed to have some interest in the trade of the country, and some knowledge of the effects likely to be produced by the proposed tariff changes. They are gentlemen whose only interest, in this matter, is the country's good. Mr. Pitcaithly is set aside as "a resident of St. John only a few months," and Mr. Cornwall is rejected as "almost a