

fluence of our Tory Democracy, England's blunders in the same island would be profitable to the United States.

Even for our small and expensive navy we cannot find sufficient able seamen among our citizens; and the starving fishermen of Newfoundland are just the men we need. But there is no money in the national treasury to pay them; while our ridiculous immigration and suffrage laws exclude the men we need, and enable the scum of Europe to influence our legislation.

I trust this tract may suggest to some Englishmen the best way to prevent a repetition of the present distress, and so show the world that, after all, loyalty is sometimes appreciated in imperial circles. The old project of a rapid line of steamers from Bay St. George to Chaleurs Bay, giving England communication via Newfoundland with Montreal in less than five days, has been revived; but the route is closed by winter ice, and too far north for the United States.

A better route, open all the year round, is that from Port aux Basques to Neil's Cove, a distance of only fifty-two miles by sea against two hundred and fifty miles from Bay St. George to Paspebiac or Shippegan; and still better is the route via Port aux Basques and Louisbourg, which will soon be connected with the American lines, with a single break of three miles at the Gut of Canso Ferry. With all its faults, British rule has one advantage over that of all other colonial powers: it gives the foreigner, no matter what his faith or nation, exactly the same commercial rights as the British subject; and so, although Newfoundland will lose by the exclusion of its fish from our protected markets, and by the diplomatic inability of the British government to pro-