

with similar *unanimity* by the *leading* electrical engineers of the day—when that was so shown, it became of importance that the route of the new cable should be changed. * * Without it (amalgamation) the cable would have to be laid to Halifax instead of Newfoundland, at an extra expense of between £200,000 and £300,000 incurred. * * Unless a cable was laid to Newfoundland instead of Halifax, it was impossible to repair this cable (1865); and this company could not get permission from the Newfoundland company to land the new cable in Newfoundland unless it amalgamated, and after protracted negotiations £100,000 was arrived at as the sum which the Newfoundland company should receive. * * * When they had got so far, another difficulty cropped up, which was near putting an *end* to the *whole* of the negotiations, viz.: the power of pre-emption by the Newfoundland Government. * * * The Newfoundland company—confident in their rights—had therefore consented to forego for two years the sum of £135,000, * * * and had also consented that if by the 1st of May, 1875, no action had been taken by the Newfoundland Government to the prejudice of this company, that they would hand over the whole of this £135,000 to this company.”

Now, Mr. Editor, these extracts most decisively point to the importance of the privilege enjoyed by the Telegraph Company, of landing their cables on our shores; and it is satisfactory to find that our Government have already taken the initiative in the enforcement of rights reserved under a charter granted to the Newfoundland company in 1854. It is not my intention to enter upon the questions of monopoly, pre-emption, &c., involved in a discussion of the terms of the company's charter. I feel that our Government, in this particular, will as heretofore protect the interests of the colony with a due regard to the rights of the company, and by all means throw open our island to the free competition of all speculators in mines, telegraphy, railroads, commerce and agriculture.

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The position taken up by our Government in regard to the charter of the Anglo-American Atlantic Cable Company seems to meet with very general approval both in this and other coun-