

strue the Treaty of 1846, and therefore could not assent to such a declaration.

Oh, conclusion, lamer still, and still more impotent! for thus it falls out. Under the plain, common-sense meaning of the Treaty of 1846, we were entitled to a line dividing the whole channel between the continent and Vancouver Island, while all intermediate water and minor channels were open to both nations, but under the St. Juan award—the Haro Channel having been declared to be the right and *only channel* under the Treaty—we are restricted to the water of that channel alone, the widest it is true, but beset with rocks and shoals, exposed to fogs and gales, and to the influence of tides and currents, which render sailing navigation difficult, if not dangerous, and we are debarred from navigating any of the other deeper and safer intermediate channels.

Thus the direct line of intercourse between New Westminster on the Fraser River, in British Columbia, and Victoria, in Vancouver Island, is hampered and crippled to the very verge of uselessness. The injury done is grievous beyond measure, still it is not irreparable. There is little help for it beyond self-help, but this sturdy auxiliary will not be wanting, and it will be hard if Canada cannot find a way for herself yet through this tangled skein of complexities and complications.

And now let us hope that we have seen the last of these unilateral Conventions; that the eagle, filled to repletion, has folded for aye its predatory wing; and that the British lion and the Canadian lamb may ever henceforth slumber together side by side, undisturbed by suggestive odours of mint sauce. But should these aspirations fail, should the need for other negotiations ever arise, we trust that they may be transferred to a more hopeful arena. The three last Treaties have been manipulated at Washington. We dislike the diplomatic atmosphere of this cis-Atlantic Capua, where the self-sufficient foreigner, piquing himself on his *savoir faire*—

Who knows what's what, and that's as high  
As metaphysic wit can fly,

is bewildered by the most delicate attentions; where the voice is the voice of Jacob, but the hand is that of Esau; where the women are charming, the men hearty and hospitable, and the frolic withal irreproachable, if not paid for at our expense. We

doubt not the honour of our negotiators, but we distrust their good-nature. The very sea voyage disturbs and demoralizes the British organism. Our people are apt to vaunt somewhat ostentatiously the trite Horatian axiom, "*Cælum non animum mutant*," &c., but here it should read with an emendation. Our English-bred diplomats,

*Coelum non stomachum mutant*, qui trans mare currunt.

They cross the Atlantic, predestined to give up everything, and they do so most effectually. Let us then, in the future, profit by experiences fraught with the qualms as well as with the quirks of diplomacy.

It has been before remarked that Canada, thrown upon its own resources, will, beyond all peradventure, relieve itself from embarrassments it did not create, let the cost be what it may; and, in conclusion, we may be allowed to express an entire confidence that this immense cost, caused by the acts of others, will, in due time, receive generous and just consideration. If sacrifices have been made at the expense of Canada for the good of the Empire, the Empire is bound to redress the balance. If, through the carelessness of subordinates, the Alabama escaped from an English port; if England admits that this escape was to her blame, and that she is bound to pay the penalty of the mishap; it may fairly be claimed that, *foro conscientie*, she is equally bound to compensate Canada if, by the acts of her negotiators in 1814, by the act of Lord Palmerston's Government in 1833, by the act of Lord John Russell's Government in 1859, and by the St. Juan award of 1872, Canada has been sacrificed for the good of the Empire. Admitting that she may have shared in the benefit, she ought not to bear more than her share of the cost. Great Britain has always shown a noble readiness to repair wrong. Let us point to the opportunity. We are about to embark in a great enterprise, as a national work—the construction of a railway which is to connect the Atlantic with the Pacific Ocean, and make the Empire one and indivisible. Let Great Britain take her fair share in the cost of an undertaking of equal value to her and to us, and thus compensate New Brunswick, and British Columbia, and our far western territories, for sacrifices made in the past, and encourage this Dominion, when called upon, to make still greater sacrifices in return.