

of their opinions to those persons who, from their situation, have the destinies of the country in their hands. Along with Mr. West, I cannot refrain from expressing my astonishment, that Mr. Wilmot Horton, in his zeal for emigration, never cast a thought upon Newfoundland, the place above all others where it would be the policy and interest of England to promote settlement. Before the country is sentenced to eternal sterility, surely it ought to get a fair trial, and its friends should be heard in its defence; but even inquiry has been considered unnecessary.

If I may be allowed to compare small things with great, a comparison might easily be drawn between the different interests connected with Newfoundland, and those of a country of much greater magnitude. In Newfoundland, it is *Land versus Trade*; here it is *Trade versus Land*; which proves that both can play the tyrant in their turn; that human nature is the same everywhere; and that what men consider to be their interest they will cling to, even though it may be in opposition to the light of reason and justice. To talk to a merchant of the *old school*, connected with Newfoundland, of the possibility of cultivation, he laughs the idea to scorn, and the moment he hears one word about roads, he loses all temper—from the ridiculous opinion that it is himself and not the people that must pay the expense of making them. If you say that agriculture and roads would be the very best support to his trade, he considers you downright mad, and that an hospital for incurables is the only fit place for a person holding such dangerous opinions. Notwithstanding the opposition of such men, and the danger of their representations in a high quarter, the country must and will improve, the impetus has been given; and though her course be impeded by difficulties—may be slow, it will be certain.

I hope the Government will see the necessity of encouraging roads. In no country in the world can they be made with more facility; the materials are to be found on the spot, and from the nature of the fisheries, labour can be had in the spring, before the fishing commences, and in the fall, after its close, on lower terms than even in Ireland. Three or four main roads, that would open a communication with the interior, and the