

life of the country out, and to the Government the necessity for relieving the country from an incubus which presses so heavily on its industry. But the Whig philosophers who govern England are of the Gradgrind and Bounderby school, whose leading tenets are *cheap labor* and *peace at any price*, therefore they have set their faces against Government aid to Emigration in any way having endeavored to the utmost extent in their power to promote the cause of pauperism by abolishing Government dockyards, sending all the hands adrift under the pitiful pretence of economy, and having gone as far as they dared in the laudable effort to cast the Colonies adrift, and to that end having withdrawn the garrisons from them they magnanimously offer such of the dockyard people as have the means of paying for it a passage to Canada in the transports sent out to take the troops home, at a cost of £2 sterling per head. Great Britain ought to be proud of her "cotton lords"—the authors of this extraordinary piece of economy. The aforesaid troop ships would have come out empty if those wonderful peddlars, Messrs. Gladstone, Bright & Co., had not devised the above notable scheme for turning an honest penny.

The hopes of the Colonies rest on the fact that the people of Great Britain will awake from the mesmeric influences of the Whig Radicals in time to prevent a disruption of the Empire, and that whatever Government succeeds the present Yankee worshippers will make this question of emigration a leading one of its policy. The gain to Great Britain would be immense, because it would at once relieve her of more real burdens than the wretched economy of the present occupants of power could effect by leaving her without Colonies or means of defence, and at the same time change non-producers into producers, the increased value of whose labors would be found in her commercial development.

Meantime the great giant of English literature, Carlyle, in a letter read recently before one of the Australian Legislatures growls out his opinion on Emigration, and any one who has studied the question must concur with his views:

"The subject used to be of earnest—almost painful—interest to me in old years. It seemed to me that no nation ever had such glorious opportunities of changing its nearly intolerable curses and choking nightmares into blessings and winged angels as Great Britain by colonizing, or was so scandalously throwing said opportunities away. I have since learnt that Great Britain's on with Parliamentary palaver, etc., the day of judgment close at hand, and turn a deaf ear to all considerations of that or the like kind, and so I have dropped the speculation long ago, and it lies quite dead in me."

It matters little to the Gradgrinds and Bounderbys of the present administration what a practical dreamer like Carlyle may say, they are men of facts, hard facts, and have brought hard times on old England,

but that does not matter so long as "Coketown" flourishes; the hands may starve but Gladstone, Bright & Co. will take care they are not fed with golden spoons, nor shall they escape the slavery of the mills by any sentimental nonsense of bettering their condition. The Sairey Gamps of the Ministry know they were "born in a wale, and must take the consequences of that situation."

The stoppage of the steamer *Chirera* at the Sault Ste. Marie Canal furnishes the people of Canada with a practical illustration of the feelings of the people and Government of the United States towards the British Empire and themselves. It is not necessary to enumerate the acts of courtesy extended to them while the war with the South was in progress. Their troops were allowed to use one railway for over two hundred miles through British territory and our canals to reach the Upper Lakes were opened to their armed vessels. In this we pursued the strict line of neutrality by according to our neighbors courtesies which we could have withheld, and in doing so would probably have been more respected. Now it is evident in preventing the passage of this steamer through the Sault Ste. Marie Canal the United States do not mean to observe neutrality in any complications which may arise at Red River, and as she has already departed from the attitude of a neutral and friendly power by fostering and encouraging the "Fenian brigands," it is high time to assume such a tone as will make the Washington Cabinet declare once and for all its intentions. It is no use pleading the peculiar usages and institutions of the United States as a justification of freaks which inflict direct loss on her neighbors, in any well governed community the man who would systematically annoy his neighbors would be suppressed and punished by law; in an ill governed one the offended individuals would take the law into their own hands and chastise the ill mannered bully.

Now it is evident the Government and people of the States stand in this position, and why they are allowed to go so long unchecked is a question which must be asked by or of the Imperial Administration. But it is also abundantly evident that the insolence with which this country has been treated is entirely due to that tenderness and desire of forbearance on the part of Great Britain, which would be all very well with a civilised power, but is entirely out of place with a government composed, like the priesthood of Baal, of the lowest of the people.

Prompt and vigorous measures are demanded; forbearance is totally out of place and will be taken as an evidence of fear and weakness, and eventually will precipitate a contest, which would be deplorable in every view of the case. In the meantime it behoves the Government of the Dominion to act with vigor. A tramway across St. George's Island will obviate the existing difficul-

ty, and the cost of that for less than a mile could not be much over \$8000.

At emergencies like the present a government would be fully justified in acting with decision. The cost of a canal on the Canadian side of the Sault Ste. Marie would not exceed \$400,000, and there is no doubt it could be built in a very short time. The country would most decidedly endorse the action of the Ministry if they would commence and put this great work through before the end of October next—it is an absolute necessity and should be built at once.

His Excellency the Governor General communicated to the House of Commons on Friday evening the accompanying copy of a despatch, received by him from the Secretary of State for the Colonies, on the subject of the protection of the fisheries:

Downing Street, 19th April, 1870.

Sir,—With reference to the previous correspondence with respect to the protection of the Canadian fisheries, I have the honor to inform you that the Board of Admiralty have been requested to send to the Canadian waters a force sufficient to protect Canadian fishermen, and to maintain order.

(Signed),

H. J. HOLLARD,

FOR EARL GRANVILLE.

To the Governor General, Right Hon. Sir Jno. Young, Bart.

The Imperial Administration has at length awakened to the importance of taking decisive measures to protect the rights of British subjects. Under the mistaken idea that a policy of forbearance was that best calculated to smooth the asperities of feeling under which the American people were supposed to be laboring from the effect of the complications which had arisen during the late war; they were allowed to use the fisheries pretty much at their pleasure, but as their conduct has been throughout the effect of insolence, and intended to cheat as well as humiliate Great Britain, the present exertion of vigor will go far to dispel the illusion under which those people have been laboring. It is the earnest wish of the people of Canada that the Imperial Cabinet would go a little further and compel the Washington Government to practice that neutrality they are so very anxious to enforce at the cost of the British Empire. Utterly despicable as a maritime power it is only by British forbearance that the United States is now in existence, and it was decidedly an unlucky day for civilization and peace that the late Lord Palmerston was persuaded to take that neutral position which left power in her hands to insult the country which acted so generously by her.

THE FENIANS.—The reported concentration of Fenians at Duluth is confirmed by the newspapers published there. The *St. Paul Press* also asserts that a large party is now en route for Red River overland. The same paper states that 300 armed Fenians are in St. Paul, awaiting transport to Red River.—These statements, however, may be taken with a grain of salt.

It is very evident that the ideas of the