

more remunerative carrying trade can be created, such as wheat and agricultural products, and until the transformation of the boat-gear at St. Pierre is finished—it will only be by a most rigid and economical administration that the line will be made to pay and realize the hopes placed in it by the trade of both countries.

A great responsibility will rest upon the administrators, because a failure would check for several years any other attempt. It is with this object that we propose to organize and manage the line. Granville, for several reasons, seems to us the most suitable port for this line. Granville, being in connection by railway with Paris and branch lines into Normandy and Brittany, will suit well for the importation of produce from Canada. Besides, the port of Granville, with that of St. Malo, are the principal shipping ports for codfish; St. Malo, being without a floating basin, could not be chosen. By sea, the distance between these two ports, is insignificant; and besides, passengers and the freight required could be let off at St. Malo. Granville has two magnificent floating basins, but its port is not very deep. Nevertheless, steamers of 1,500 tons go into it; and in order to multiply the trips, the steamers of the *Canadienne-Francaise* line would not, at the outset, carry a greater tonnage; but they will require to be of a superior speed, so as to ensure perfect regularity of the postal service which would be confided to them. When the traffic shall have attained larger proportions we will require larger steamers, and by excavations made near the approach of the port we will easily reach a greater depth and have a good harbor.

In conclusion, we thank Mr. Lefaiivre, Consul-General of France at Quebec, who has been, we might say, the inspiring genius of our project and who has given it the aid of his studies, together with important information and his constant support. We also owe the expression of deep gratitude to the Honorable Mr. Chapleau, Prime Minister of the Province of Quebec, who gives the support of his talent and his high aptitudes as a statesman, to the work of the commercial and financial union between France and Canada, which is so desirable and will benefit his country as well as our own.

We hope that the negotiations entered in-

to between the Canadian Government and the French Government will soon be terminated and that the Parliament of the two countries will, at their earliest sessions vote the promised subsidies for a period of ten years as follows: Canada, 250,000 francs yearly or \$50,000, and France, 500,000 francs yearly, or \$100,000. Conformably to the theory which we have ourselves stated in this memorandum, on the subject of the state subsidies to the fisheries and industries, we hope to be able to do without these subsidies after the above period. Created and directed by us, the "*Line Canadienne-Francaise*," will then be able to support itself. There is a final consideration, although political, which we desire to make known; it is not strange to the creation of the line, but it is attached to it closely. When France was placed in possession by the treaty of Utrecht and other treaties more recent, of the exclusive right of the fisheries on one-half of the coast of Newfoundland, that island did not possess any inhabitants. Since then a considerable population has established itself and that exclusive right has become very vexatious to them. In 1857, under the pressure of a riot, it was attempted to abolish this right, but the text of the treaty was formal, and England was compelled, on the request of France, to recognize it. If the Frenchmen had not this exclusive right, fishing would become impossible for them, owing to the inferior numbers in which they are actually placed; but after the transformation of their gear which the new service will entail, they will be placed on an equal footing with their competitors. Under this new condition we believe that a solution advantageous to all will be attained and given to this question by arbitration. France would relinquish her exclusive right, and her subjects would in time be allowed to fish on all the fishing points, as are the Americans to-day. Canada would make it the condition on the entry of Newfoundland into the Confederation, and England would evidently be happy to settle this question, always exasperating, and which can be revived at any moment and become grave.

FOURSIN-ESCANDE.

Baie St. Paul, P.Q., November 15, 1880.