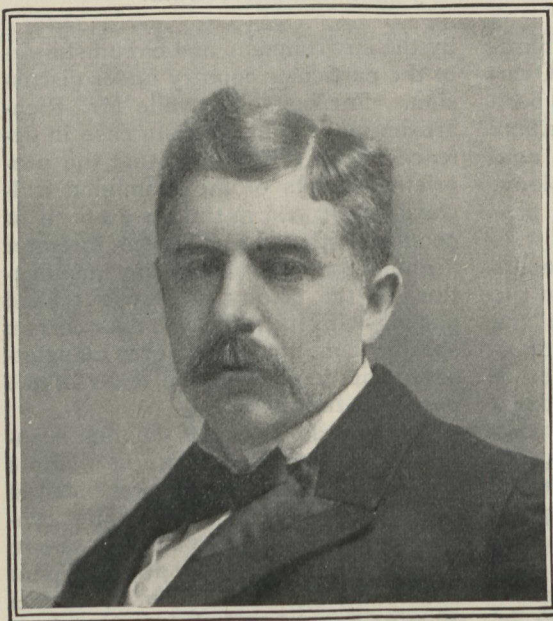


HON. W. H. HARWOOD, Q.C.—A LEADING MEMBER OF  
THE BOND MINISTRY

which the new departure was based was that the population, having grown to a point where the fisheries had ceased to be a support, was entitled to have the



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that these pursuits occupy the major portion of the inhabitants. Though the island is the tenth largest in the world, with an area of 42,000 square miles, its entire population of 200,000 is scattered around the coast-line in innumerable little fishing hamlets, within sight or sound of the sea which provides a sustenance for the hardy toilers. There are not to-day three settlements in the island lacking an outlet by sea. For a maritime people like this, therefore, to undertake railway building would seem to have been a policy little short of insane. The whole interior was an untraversed wilderness, with possibilities in the matter of agriculture and lumbering only vaguely defined. The value of its minerals, notably copper, was more assured, and the argument upon the potential wealth of the interior developed and new industrial avenues opened up for the needy and unemployed.

Accordingly the railway policy was launched. An American company undertook to build a narrow gauge road to Notre Dame Bay, obtained a charter guaranteeing lands and a mail subsidy of \$536 a mile per annum for thirty-five years, and proceeded with the work. Bonds of the company were floated in England, and with the money thus obtained construction was begun. But mismanagement and extravagance soon dissipated the funds, and after completing some sixty miles of the road the Company defaulted, the line reverting to the bondholders and the colony being left with the experience, and with a lawsuit against the Company which absorbed thousands of