

length. It is long and tapering, and receives at its head and along its southern shore numerous streams and rivers. A long, low tongue of land runs out at the southern side of the Bay, forming a safe and spacious harbour. Its position is in every respect admirable. It is sheltered by a range of hills from the chilling north-easterly winds that sweep over the eastern shores, and is quite out of the range of the fogs rolled in from the Banks by southerly breezes. In connection with the future of the Dominion of Canada, the Bay of St. George holds a very important place. A glance at the map shows that it commands the entrance of the Gulf and controls the St. Lawrence shores of Nova Scotia and New Brunswick, with Prince Edward Island, the large harbours and fisheries of the St. Lawrence, Chaleur and the Magdalen Islands, and also secures the Straits of Belle Isle and the coast of Labrador. Its fertile soil, fine timber, valuable fisheries, and extensive coal fields, all indicate its capabilities of sustaining a large number of inhabitants, and all prophesy for it a prosperous future. We cannot doubt that the day is not far distant when the shores of this fine Bay will be dotted with towns and villages, and a swarming, busy population, farming, lumbering, fishing, shipbuilding and mining, will occupy its hills and valleys. In addition to all this, in Mr. Sandford Fleming's plan of a railway across the Island, St. George's Bay is named as the western terminus. This line will be the natural extension of the Canadian Pacific Railway, having its eastern terminus at St. John's, and thus bringing Europe within four days' steaming distance of America, and making the favourite travel-route between the Old World and the New to be across Newfoundland. In connection with such a project, the importance of settling the Bay of St. George is easily perceived. Were this fertile region populated, and connected by railway with the rest of the Island, a market for its produce would be found along the thickly-peopled eastern shore, where are the chief fishing centres, whose inhabitants would then find supplies of food, fuel and timber within the bounds of the Island. Along this line of railway, piercing the interior, agricultural settlements would be formed, villages and towns would spring up, the products of the mines would be transported to the seaboard, and rills of emigration would be conducted to every suitable locality. An Island whose area is considerably greater than that of Portugal, and nearly four times that of Belgium, would be opened up; and instead of being ignorantly