

which would undertake its construction, a considerable portion of the expense might thus be covered. The benefits of such a line to Newfoundland being so vast, there can be no doubt that the Government would deal most liberally with a company prepared to carry out the project. The wealthy capitalists of Newfoundland would lend their assistance to a project which would vastly enhance the value of their real estate, open up the fisheries on the western coast, and make St. John's ultimately one of the most important places on this side the Atlantic. The value of such a line to Canada, as affording the shortest and quickest route to Europe for goods and passengers, and supplying the completing link of her Pacific line, would be a sufficient inducement for her to back the enterprise most strenuously. The fact that her Parliament has recently taken up the matter so warmly is a sufficient proof of this. By the American Pacific Railway, the great and enterprising city of Chicago is brought within five days of San Francisco. Her people are competing with New York for the trade with Japan and China, and also for that with San Francisco; and to enable them to do so successfully, they require the shortest possible route to Europe. The one I am advocating will supply the desideratum to Chicago. By it the distance between San Francisco and Liverpool *via* Chicago would be reduced to less than twelve days. Were an Imperial guarantee necessary, in order to raise the requisite funds for the establishment of such a route, we can scarcely suppose that it would be withheld. It must be of vast consequence to the interests of the Empire that such a great highway, running through British territory, should be under its own control; while, at the same time, the prosperity of the colonies and the development of their resources would be promoted.

All these weighty considerations render it highly probable that there will be no difficulty in getting the necessary capital subscribed; and that the enterprise will ultimately prove highly remunerative. It is easy to see that a line across Newfoundland would receive contributions in passengers, mails and goods, from so many different quarters, that its business, in the future, would swell to immense proportions. A considerable portion of the trade with China, Japan, and Australia would, through the Canadian Pacific railway, and *via* Chicago, pass over this route. The Inter-colonial line and all the railways in the Lower Provinces would prove to be feeders. Besides, its traffic would expand indefinitely,