

almost throughout the tour, became more and more evident with each foul wind, dead calm, head sea, or denser fog. With such weather, therefore, every one was not a little pleased to hear on the night of the 22nd of July that the "Hero" was close upon the shores of Newfoundland. The following morning found the squadron off the harbour of St. John's, and before breakfast each vessel was quietly moored abreast of the wide, straggling, quaint colonial capital.

Newfoundland, though in appearance a poor and small colony, is not without its own peculiar importance and one certainly which is as widely known by name and fame as any British possession in the whole world. There is, however, no tract of country of the same size belonging to the English crown, except perhaps Australia, the internal natural resources of which are so little explored. Of the interior of Newfoundland almost nothing has been discovered beyond that it is supposed, on general rumour, to contain many lakes, to be full of swamps and bogs, with isolated hills thinly covered with trees of small growth. In fact, the whole population of the island live in sight of the sea, from which, of course, they seldom move, as from its waves are drawn their only means for commerce and subsistence. Out of a population numbering more than 110,000 beings, there are scarcely 3000 who are not directly or indirectly connected with, or dependant on, the fisheries. Among a people so employed, of course very little attention is ever bestowed upon the interior of the island, which to them appears, not only by rumour but from a commercial point of view and as having no fisheries, to be a mere waste. Almost the very first effort which was undertaken, not to explore, but merely to cross Newfoundland, was to survey a route in connection with the Atlantic Telegraph. The result