

the shortest ocean passage route be thus secured, and the discomforts attendant on crossing the Atlantic be reduced to a minimum, but the dangers of such a voyage would be so diminished that it would have no more terrors for passengers than a voyage across the Irish Channel, and the list of casualties would be vastly lessened. The fine harbour of St. John's can be entered at all periods of the tide by the largest ships, with the most perfect safety. There is no intricate and dangerous channel to be threaded. Ten minutes after leaving her wharf a steamer finds herself breasting the broad Atlantic with not a rock or shoal between her and Valentia, on the opposite shore. The whole dangers of the voyage lie along the American coast, between Cape Race and New York, where thick fogs and treacherous currents prevail, and where nearly all wrecks of steamers have occurred. This coast line is about 1,000 miles in length. The Newfoundland route would abolish the necessity of steamers groping their way along this treacherous coast: and such frightful disasters as that which has lately overtaken the ill-fated *Atlantic* would be unheard of. A short ocean passage of four days, in first-class steamers, with comparative security from sea-risks, would eventually make such a route the cheapest and in consequence the most frequented, as its attractions for travellers would be greater than any other, especially when time would be saved by adopting it. Who would encounter the perils of rocks, shoals, fogs and currents along the American coast, when he could shoot across the Atlantic in four days to St. John's: then be whisked in 8 hours, on a railway, across Newfoundland to St. George's Bay; and in 16 hours after, find himself on the continent of America, whirling onward towards New York or Chicago, in the rear of the iron steed! The advantages of this route in safety, speed and comfort, over every other, are so great that we cannot doubt it will be the favourite travel-route, in the near future.

A railway from St. John's to St. George's Bay would be about 250 miles in length. So little is known of the interior of the Island, that it is impossible to speak positively as to the nature of the difficulties to be overcome in the construction of such a line of railway; but there is no reason to suppose that these would be greater than those already surmounted, in the construction of the Intercolonial Railway. Indeed they might prove to be much less. W. E. Cormack, the only European who has ever travelled through