

both river and gulf must ever be held by the nation that has possession of Newfoundland. Should the day ever come when an unfriendly power shall occupy this great bastion of British America, a naval force, issuing from such an impregnable harbour as that of St. John's could easily be made, would sweep the commerce of the new dominion from the neighboring seas, and command the whole northern Atlantic.

To give security and completeness to the Dominion of Canada, the possession of Newfoundland is indispensable. Linked to Canada by a railroad through the island, and a steam ferry across the few miles of sea that sever it from the mainland,¹ Newfoundland will thus take her natural place as one of the most important members of the young confederacy,² and will speedily rise into that importance and prosperity which are her due, but which, while an isolated dependency of Britain—a mere fishing station—she can never attain. To become the great highway of travel and traffic between east and west, as the eastern terminus of the Intercolonial railway and one of the *media* through which the treasures of India, China and Japan may one day be poured into Europe, seems to be no dream of the imagination, but a tangible reality³ which the near hereafter will witness, should Newfoundland only be true to herself and accomplish her “manifest destiny.”⁴

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The much maligned climate of Newfoundland is, in reality, salubrious and invigorating in a high degree. That fog and cold drench-

¹ This railway, 550 miles long, is now open for traffic, and runs in an irregular line through the island from St. John's in the south-east to Port-aux-Basques in the south-west corner. A steamer connects this port with Sydney, C. B., the eastern terminus of the Intercolonial railway—a distance of about eighty-five miles.

² Not yet consummated; but the recent federation of the Australian colonies and the rapid march of events toward imperial federation bring it nearer.

³ The construction of the Canadian Pacific Railway “from ocean to ocean” and the Company's fine line of steamers which cross the Pacific from Vancouver to Yokohama would seem to bring Mr. Harvey's dream nearer a reality. But three water-ways, one across the Pacific and two on the Atlantic, with two intermediate lines of railway, though giving ample variety and convenience to the passenger, are not favorable to freight traffic. Local considerations alone seemed to impress the promoters of the present Newfoundland railway, which is a light, narrow-gauge system, and describes a semi-circle through the island instead of running directly across it. The Trans-Siberian Railway, that gigantic project of the Russian government, has now opened up complete railway communication between Eastern Asia and Western Europe.

⁴ Here follows a description of the fine harbors, the lakes and rivers of the interior; the agricultural capabilities of the island,—especially in the west; the probable richness of its mineral deposits, and the value and extent of its fisheries.