

fully developed shape, and perfected to its ideal. The crude idea of Cabot, that China would be reached by sailing to the north-west, will one day be realized in a far grander way than he conceived. The Canadian Pacific Railway will, in a few years, be completed, including, I venture to predict, a branch across Newfoundland, having St. John's for its eastern terminus, and a line of steamers from its western extremity connecting it with China and Japan—the Cathay and Cipango of the early navigators. This will be the shortest, safest and easiest route for the trans-continental traffic between England and China. Cabot was right after all. Along this line the most direct and practicable communication will be maintained between Shanghai and Liverpool. The proper route between China and Europe is *via* Newfoundland. It is shorter by a thousand miles than by the American Pacific line. One day the dark cliffs around the harbor of St. John's will re-echo the scream of the locomotive as the train arrives with passengers from China *en route* for Europe, and the "Heathen Chinees," with flowing robe and streaming pigtail, will pay a flying visit to Cabot's "Prima Vista."

Passing over the eighty-six years which followed the discovery of Newfoundland by Cabot, we come to the year 1583. On the 15th of August in that year there were lying in the harbor of St. John's thirty-six vessels belonging to various nations. A few of these were English, and the rest Portuguese, Spanish and French. In addition to these, there were three English vessels, which had arrived the day before, whose names were *The Delight*, *The Golden Hind* and *The Swallow*. Early on this morning, boats were lowered from these ships, and the commander and officers went ashore. Soon a goodly company had assembled on the beach, then lined by a few wooden huts of the rudest description. The rough inmates of these huts gathered round the company which had landed from the English ships, and the captains of the other vessels were there by special summons. A very curious and motley group that must have been—bronzed and swarthy Spaniards, Portuguese and French, contrasting strikingly with the more ponderous and ruddy Englishmen, and all in the picturesque costume of the sixteenth century. Presently a circle is formed around one commanding figure—a man of noble presence, wearing the richly slashed and laced doublet, velvet cloak, trunk hose and grey hat and feather, which constituted the dress of gentlemen in the days

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