

way" secured by the Government of the Colony. Should such purchase as I have referred to not be effected, the present monopoly would be prolonged for thirty years, in terms of the present charter. Already an application from a new company, to use Newfoundland as a landing point for their cables, has been made, in anticipation of pre-emption being exercised, on the part of the Colony. I refer to "The Direct United States Cable Company." The present land line of telegraph extends from Heart's Content, on the southern shore of Trinity Bay, to Cape Ray, a sub-marine cable being sunk between that point and Cape North, in Cape Breton Island. Trinity and Placentia Bays are severed by a neck of land only three miles in width; and last year the "New York, Newfoundland and London Telegraph Company" laid down a submarine cable from Placentia *via* St. Pierre, to Sydney, communication being established overland, between Heart's Content and Placentia. By this route a junction is effected between the French cable which is landed at St. Pierre, and that which crosses Newfoundland; so that in case of accident happening to either, the aid of the other can be called in. While I am writing these lines a telegram has announced the amalgamation of the two Companies.

In another and still more important respect, the island of Newfoundland seems destined to serve the interests of civilization by facilitating the inter-communication of the Old and New Worlds. I refer to the project of constructing a railway across Newfoundland, from St. John's to St. George's Bay, with the view of shortening the time of transit between the great commercial centres of both continents, and reducing the ocean passage to a minimum. The honour of first suggesting this project belongs to Mr. Sandford Fleming, who, in his "Report on the Intercolonial Railway Exploratory Survey" presented to the Canadian Government in 1865, pointed out that the rapid extension of the railway system would soon bring up the question "What route will prove to be the very speediest between the Old World and the New?" This distinguished engineer gives it as his opinion that the Newfoundland route is by far the shortest and safest, and therefore that which must ultimately be adopted. He shows that by it the ocean passage proper may be reduced to one hundred hours; that security from sea-risks would be immensely increased; and that the time required for the conveyance of passengers and mails