

report strongly urging that the Ocean voyage could be reduced to a *minimum* by constructing a Railway across the island of Newfoundland, and reasons were given why it was believed this would become the most attractive route not only for Canadian but United States' passengers. The distance across the island is about 280 miles, and although the interior is admittedly difficult for the construction of a railway, abounding with deep vallies, lakes and morasses, still we are inclined to believe, from what we have heard and read, that such a work is not impracticable, as some have contended.

The gravest objection to this project is, that it would render a double trans-shipment of passengers and baggage necessary. It would, in effect, make two voyages necessary instead of one. Passengers would first have to sail from one of our nearest Canadian ports to the island, then several hours' delay would take place in St. George's Bay, in conveying the baggage, mails, &c., from the steamer to the railway, whilst a similar transfer would have to be repeated on the other side of the island before the Ocean vessel started on its voyage.

These circumstances would not only entail great annoyance on all concerned, but the writer has satisfied himself they would not be compensated for by any great saving in point of time. After deducting the delays necessary to unload in St. George's Bay, and reload at the City of St. John or any other port on the east coast, a vessel starting direct from one of our eastern ports would be very nearly (say within three or four hours) as far on her voyage to Great Britain as her Newfoundland competitor. This fact leads to the conclusion that, as a means of shortening the voyage to Europe, the proposed Newfoundland route would fail to repay the trouble and expense it would entail.

The available Canadian ports closest to Europe appear to be three : Shippegan, on the north coast of New Brunswick, looking

out towards the Straits of Belle Isle ; Whitehaven, the eastern terminus of the proposed "Whitehaven, New Glasgow and North Shore (Nova Scotia) Railway ;" and Louisbourg, on the east coast of Cape Breton, a place famous in the early history of the continent.

The respective merits of Whitehaven and Louisbourg as the best winter port for the proposed shortest route to Europe, have evoked much discussion, and, we fear, some little jealousy. In the absence of authentic information, it is not possible to pronounce an intelligent judgment between them ; if this scheme is taken up and carried out, a thorough enquiry by competent men would have to be instituted in order to arrive at a just conclusion. It is not denied, we believe, that the harbour of Louisbourg is safe, commodious and beautiful, and well situated as a point of departure for Europe, whilst its friends claim for it the distinction of being the nearest available port. On the other hand, it is contended that whilst Louisbourg is about 200 miles from New Glasgow—the most easterly point of railway connection in North America—Whitehaven is only 70 miles, whilst the Ocean distance to Europe is no greater than from Louisbourg. Both harbours are open during the winter months, but it is asserted that the approaches to that of Louisbourg render it impracticable during at least part of the cold season. On the land side there is the Gut of Canso, which is said to be barricaded with ice in winter for four or five months, and to bridge or tunnel which would be impracticable ; whilst Oceanward its approaches are blocked with field-ice from the Gulf of St. Lawrence for six or eight weeks each winter and spring, during which time vessels cannot enter or leave the harbour.

In the year 1745 Louisbourg was the greatest stronghold of France on the borders of the then New England Colonies. It was strongly fortified, and a source of constant alarm to the British in New Hampshire,