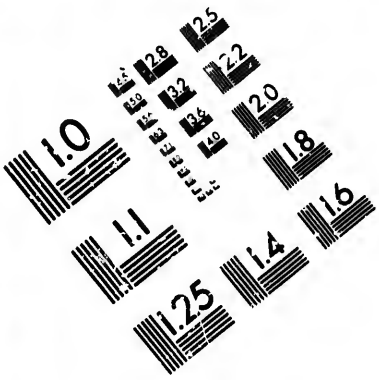

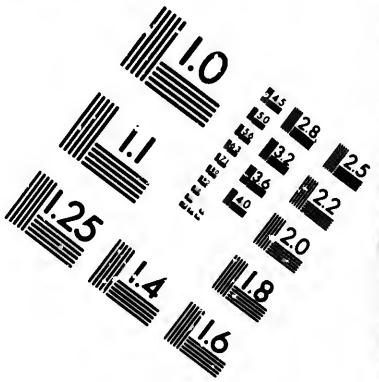

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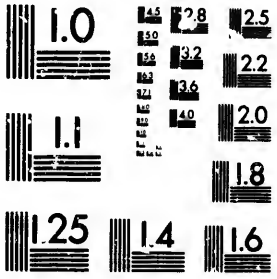

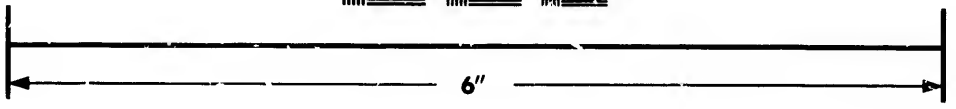

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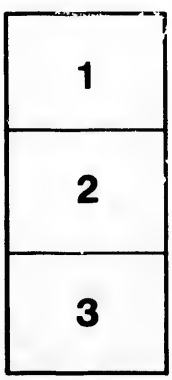

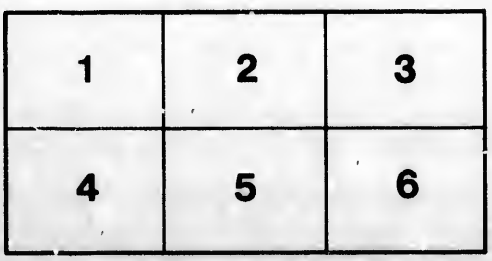

THE

PROPOSED RAILWAY

ACROSS

NEWFOUNDLAND;

A LECTURE,

DELIVERED IN THE NEW TEMPERANCE HALL,

BY

FATHER MORRIS,

FEBRUARY 9TH, 1875.

ST. JOHN'S, N. F.:

PRINTED AT THE "PUBLIC LEDGER" OFFICE.

TO

HIS EXCELLENCY

Sir Stephen J. Hill, K.C.M.G., C.B.,

GOVERNOR OF NEWFOUNDLAND,

THIS HUMBLE EFFORT TO PROMOTE THE FUTURE WELFARE OF NEWFOUNDLAND, IS INSCRIBED WITH SENTIMENTS OF RESPECT AND GRATEFUL RECOGNITION OF THE KINDLY INTEREST HIS EXCELLENCY WAS PLEASED TO TAKE IN THE SUCCESS OF A FEW LECTURES DELIVERED BY THE AUTHOR.

INTRODUCTION.

The following pages, at first, took the shape of a Lecture, read in the New Temperance Hall of this city, on the 9th February, in aid of funds for the completion of my new Church at Oderin. They are now given to the public substantially the same, and in their original form. Some few matters of statistical detail have been added, which the conventional limits of a Lecture necessarily excluded. Some redundancies there are which might have been pruned away, but the reader, who understands the requirements and expectations of a modern audience, will admit that it not easy to avoid the temptation *miscere utile dulce*. The purpose of the Lecturer is primarily to instruct, but an important though secondary aim, is to please. I therefore have not thought it advisable to use the pruning knife to any extent; and if, occasionally, my reader finds himself carried off on a Railway excursion that he did not bargain for, he must keep in mind the reasons already assigned for such digression; nor should he overlook the circumstance that there may be many, seated on the train, both before and behind him, who, while he is disgusted and dissatisfied, are enjoying the unconsidered pleasures of the shifting and fugitive scenery around them. The reason for giving permanent form at all to this Lecture, is that every one may have an op-

portunity of reading what comparatively few have heard. To speak authoritatively, though not officially, on a matter of such grave moment, is not to be considered lightly. Large interests are deeply concerned in this Railway project. Important consequences must flow from its development. Some of these may appear to us, even now, as problematical. I am satisfied Newfoundland must be a gainer to a great degree; still do I affirm that if we are to shake our public credit, or involve ourselves in any way from which we could only recover by dishonorable sacrifice or concession, let the project perish so far as we, in Newfoundland, are concerned. How far these fears are reasonably grounded, will, I trust be seen by a candid perusal of the Lecture.

FATHER MORRIS.

ST. JOHN'S,
Feb. 16, 1875.

RAILWAY ACROSS NEWFOUNDLAND

LADIES AND GENTLEMEN,—

The restless and inquisitive age, through which, for three generations, our fathers have passed and in which we now live, is pre-eminently the age of material and economic progress. Physical science, roused from a death sleep of centuries, and casting off her cerements and grave clothes, has been toiling with sleepless eye and tireless step through all the dim mysteries and silent arcana of nature during the past century; or to speak with more accuracy, during the past century and a quarter. Her gleanings have undoubtedly been rewarded with abundant sheaves. The period, to which I allude, has indeed witnessed the crowning triumphs of discovery, embodied in the Mechanical Arts. Whatever may be the value of such discovery to distant ages—whatever may be the ultimate effect of such discovery on the happiness of man and real human progress; its footsteps, on the sands of time, will remain forever unobliterated and ineffaceable. In all that belongs to man's physical comfort, in everything that tends to promote his health or his happiness, the alleviation of pain, or the warding off of disease, rapid locomotion or more rapid social and intellectual inter-communication, in

everything that ministers to man's animal or social necessities, science has accomplished marvels. For proof of the scientific activity of this period, I need only refer to the magnificent results of experimental science in heat, magnetism, optics, electricity, and finally astronomy—unfolding starry secrets to the telescopes of Herschel and Rosse. To this period also belongs the glory of the invention of the steam-engine by Watts, and its various applications to Commerce on land and sea; completely verifying the prophecy of Darwin, the friend and associate of Watts:

> Soon shall thy arms, unconquered steam afar,
> Drag the slow barge, or drive the rapid car.

Among all the achievements of Science, however, not even excepting the magic telegraph, whose pulses throb beneath the waters of the great seas, and whose life current is sustained within the dark, unfathomed caves of ocean; there is not one that has affected the onward march of civilization to so large an extent as the Railway. This great invention, considered not generally, but in its special application to Newfoundland, forms the subject matter of my discourse this evening. After a few preliminary and general remarks, I shall at once enter in *medias res*.

Ladies and Gentlemen,—

I think you will go along with me when I say that it would be idle to offer any apology for inviting you to the serious consideration of this grave and pregnant topic. The time has indeed come when it demands an alert attention from every thoughtful mind in Newfoundland; and as a Newfoundlander, I feel that I have a prescriptive right to speak out plainly on this momentous question, the decision of which will mould for good or evil the future of the land we live in, the land of my birth, the land I love so well, the

anticipated scene of my future labours. There are many of my audience to whom the name, nature, and workings of a Railway, are as well known as those of a buggy or barouche; but there may also be some to whom they are legendary and creatures of story. What then is a Railway. Let Judge Haliburton, a great authority on this matter, come to the rescue. My extract is taken from a work which is acknowledged to have given the first noticeable impetus to this great engine of civilization in Nova Scotia. Under a well-known *nomme de plume,* and speaking through the mouth of a Yankee clock-maker, he lectures his countrymen in the following homely but terse and forcible manner:—"A bridge makes a town, a river makes a town, a canal makes a town, but a railroad is bridge, river, thoroughfare, canal, all in one. A Railroad will bring you customers if done right off, but wait till trade has made new channels and fairly gets settled in them, and you'll never divert it again to all eternity. When a fellow waits till a girl gets married, I guess it will be too late to pop the question then.' St. John *must* go ahead at any rate: you *may* if you choose; but you must exert yourself I tell you; if a man has only one leg and wants to walk he must get an artificial one. If you have no river make a Railroad and that will supply its place. But people say it will never pay in the world. Do they indeed? Send them to me and I'll fit the handle on them in two two's. I say it will pay, and the best proof of it is our folks will take two-thirds of the stock. Did you ever hear any one else but your folks ask whether a dose of medicine would pay when it was given to save life? When you go back take a piece of chalk and write on every door in Halifax in large letters—a Railroad—and if they do not know the meaning of it say you t's a Yankee word."

Thus did this lively and jaunty writer inculcate to his countrymen, the necessity of taking time by the forelock; and doing that, for themselves opportunely, which the demands of progress would soon force outsiders to take altogether out of their hands.

The scope of this Lecture necessarily excludes anything of a merely constructive or technical character in connection with Railways, and is limited to the consideration of their social commercial and economic importance. Railways in their crudest form date many centuries back; in their more developed and improved shape we trace them to the beginning of this century. To the illustrious George Stephenson belongs the merit of having originated the whole system in Great Britain, and also of having invented the locomotive steam engine which with some immaterial improvements, is now used. The large contributions of Trevithick's inventive mind, to the perfecting of the steam engine, are now almost forgotten, and his fate furnished a striking chapter to the sorrows of genius. He had vastly more than the genius of Stephenson without his industry or perseverance. Stephenson rests in Westminster Abbey, the silent abode of Britain's great Dead. Here, too, is his monument, but out amid the everlasting roar and bustle of London—the Nation City, *si monumentum quæris circumspice.* And here now I recall the memory of that fading summer's evening, when I loitered amid the solitudes of the old Abbey, gazing on the memorial sacred to the great Railway King, I recall, too, the forcible contrast present in my mind between countries blessed by the labours of Stephenson and his compeers, and those to whom they were denied. No one, who has not travelled in countries that participate in the benefits of the Railway system, can have any adequate idea of how

great an engine of commerce and civilization we are still deprived of in Newfoundland. It is not true that trade has called Railways into existence; in most cases the converse is the truth. It is the presence and operation of the Railway that have given birth to trade. Through countries, that a few years ago held out no inducement to the capitalist or the colonist, the Railway, extending its vast arms, has gathered within its area all the elements of national prosperity. labour in its thousand appliances, with the material for labour to expend itself on, the work that generously repays the worker that is generously repaid.

Let us now take a rapid survey of the Railway system as developed in all civilized countries. Setting out with Great Britain. the acknowledged leader of civilization and the pioneer of invention. how great is her indebtedness to this wonderful exponent of mechanical power! There are few of my audience here to-night, I presume, that have not some time or other taken advantage of the profitable and rapid locomotion of a Railway Car in travelling through the old countries. The whole British Empire is one vast iron net-work, along which Cars are passing and repassing with swallow-like speed and at all possible angles, hurrying goods, mails and passengers from circumference to centre, from centre to circumference, quickening the pulse of life, social, commercial, and political, and contributing to the general vortex, from which all civilized humanity is now endeavouring to draw for itself a solution of the real or supposed problems of life.

Leaving the white cliffs of Dover behind, after a brief but stormy passage across to the shores of France, you are soon winding through her fruitful valleys and around her vine-clad hills. Through the agency of the Railway, you find

yourself climbing Alpine heights, wheeling with arrowy speed through dusky dim-lit tunnels, sweeping down into the flowery ravines of classic Italy, past her olive grove, past her storied lakes, past her immemorial monuments, her temples and her towers. The arid plains of India, the sun-burnt sands of the countries of the Nile, the unmelting snows of Russia, the interminable prairies and savannas of America, have all yielded to the friendly invasion of the Railway; bearing with it the *cornu copia* of civilization. Obstacles, to the extension of the Railway system, that at first sight appeared insuperable, have quickly yielded to the strong argument of practical experience; nor can I now recall a single instance of the failure of a well-considered Railway speculation, even under the most unpromising circumstances. I speak with a certain amount of authority on this point, as accidents of life have brought me face to face with the great facts of civilization. Of these none stand out in bolder relief than the Railway. Although I have been enabled to observe the workings of the whole system, bothin the old and new world, I have not yet seen the phenomenon of an unemployed Railway line, a car thrown off the track for want of work, or a Railway speculator mourning over receding hopes and vanished coins.

And now, Ladies and Gentlemen, it is time for us to ask, why we have no Railway in Newfoundland? Why we should not have one? What natural or factitious difficulties are around us to weigh against so much anticipated good? You are already aware that the subject has been engrossing the attention of many thinkers and speculators outside Newfoundland, and *they* certainly regard it as a project interesting to them if not to *us*. I shall not pause to discuss the question as to whether we can afford to let Cana-

dians or other strangers take the initiative in this matter, enter upon our birthright and appropriate it, whilst we, with folded arms, look indolently and listlessly on their labours. I must endeavor to be as brief as is consistent with a clear exposition of the various parts into which my subject naturally divides itself. There is a good deal of ground to travel over, and my guides are not always reliable. Are we then to have the proposed Railway? I think so, and I hope so; and also, I think, that the conviction is forcing itself on us all, that it must soon pass out of the region of opinion into the province of fact. I shall now attempt to point out the probable course of the Railway track, under the guidance of those whose experience and observation have given them a claim to be heard. I need scarcely remark that nothing definite or ultimate can be said on this point in detail. It will be the business of a competent engineering survey, under Commission from the Government of Newfoundland, to decide the battle of the rival routes. It may seem strange to foreigners that, while dignified with the title of the oldest colony of the British Empire, the interior of this country should be less known than the lone African jungles in which Livingstone labored and died. Down to the present time the number of explorers who have travelled from the eastern to the western seaboard of Newfoundland may be easily counted. In the summer of 1822, Cormack set out from Trinity Bay, and keeping as nearly as possible the central part of the Island to avail as much as he could of the advantages of the great water shed of the interior, reached some time in November the Bay of St. George. His cortege was made up of a couple of Indians and a canoe. At first, I believe, he had but a single dusky companion. No practical result followed from this early exploration. What Cormack saw, and what he thought,

are given to us in a diary published by him afterwards, and usually appended to popular histories of Newfoundland.

In 1868, Mr. Bellairs, deputed by Sandford Flemming, the famous Engineer, crossed over the country, and the result of his labours are before us in the shape of a report, under the title of an "Atlantic Ferry Scheme." In this Mr. Bellairs has expressed a definite opinion, as to what he regards as the most eligible track for a line of Railway. Last, but undoubtedly not least, in the labours of exploration, I mention Mr. Alexander Murray, whose name has now become a household word, and from whose published writings we gather the only definite and authentic knowledge we possess of the lumbering resources of the country. His presence here, this evening, I regard as another earnest of the unselfish and warm interest he takes in the advancement of the land of his adoption. There is yet another name whose deeds, unknown to history, are assuredly chronicled in the Book of Life. I allude to Father Hearn, one of the earliest apostles of Newfoundland, whose labours found their appropriate outcome amid the rugged scenes of my missionary home. With the zeal of a Columbanus, he smiled at the obstacles of nature, and sustained by his abiding charity, found his way to the Children of the Forest, and taught the gospel of love and faith beneath the roof of the wigwam. More than fifty years ago, with his gun slung on his shoulder to protect his life, and attended by a single Indian, like the Black Robe Chief in Hiawatha, he rejoicingly told his message to the people. With feelings of pleasure I learned from the lips of my very dear friends, Father Sears and Doctor M. Howley, whose names are associated with that portion of the country, that the message of the old apostle

has not been forgotten, and that his name still lingers fondly around the camp fires, as they sing of him as erst was sung of Hiawatha; he has gone,

"In the glory of the sunset,
In the purple mists of evening,
To the regic of th home-wind,
Of the North-west ind Keewayden;
To the Islands of the Blessed,
To the kingdom of Ponemah,
To the Land of the Hereafter."

Whether History ever condescend to recount his deeds, or silence, continue to guard his fame it affords me an unwonted pleasure this evening to accord to him this niggardly tribute of long-deferred justice.

I shall now proceed to point out from the charts the various tracks recommended for the proposed Railway, regarded as a link of steam-communication between the Atlantic and the Gulf of St. Lawrence. I shall first take that of Mr. Bellairs, and then that of Mr. Murray, and direct your attention to the relative merits of each.

[Here the Lecturer occupied some minutes in conducting his audience along the different routes referred to above, with the assistance of charts prepared for the occasion, and having the said routes indicated by conspicuous coloured lines, traced by Alexander Murray, Esq., of the Geological Survey.]

And now, Ladies and Gentlemen, having travelled twice across Newfoundland with Mr. Bellairs and Mr. Murray, and having got back safely, we shall repay them for the favor of their guidance by summoning up the relative merits of their rival suggestions. We may here pause for a moment to offer a passing tribute to the memory of Mr. Bellairs, by whose premature decease

last year, the Intercolonial Civil Engineering Staff has lost a tried and valuable member, and society an amiable citizen. Mr. Murray is present here this evening, and will be able to apreciate our judgment on his merits. Let our endeavor be directed to an honest and impartial conclusion.

If shortness were the chief merit ot the proposed route, Mr. Bellairs would undoubtedly be entitled to the palm, but his survey appears to have been conducted with an eye altogether to the shortest possible track from Europe to America, and with no advertence whatever to the deep and important aim of disclosing the hidden and various resources of the country. Mr. Murray's suggestions involve a route that, if sometimes circuitous, is alsc well adapted for the line of Railway in its engineering features; besides combining the paramount advantages of passing through magnificent timber-lands, from which material, for the construction of the Railway bed, can be gained with trifling expense.

Starting from St. John's, as the *terminus a quo*, Mr. Bellairs and Mr. Murray differ very little in their adopted course through the peninsula of Avalon; and it is only after leaving un-poetical Piper's Hole, and the shadow of Powder Horn Hills, that they agree to differ, and each doughty explorer confident in the accuracy of his own, anticipations conduct us "thorough bush, thorough briar," by devious and discordant ways, to St. George's Bay, the *terminus ad quem*. Mr. Bellairs will now undertake to point out his own line of exploration and his final opinions thereon. "The most practicable route for a line of Railway from St. John's towards Piper's Hole appears to be through the centre of the country, the surface being more level and unbroken, the valleys and gorges from the many bays and inlets mostly

disappearing. The general elevation through this district may be estimated at from 350 to 500 feet above the sea. The distance by the most direct land route from St. John's to the Northern extremity of the Isthmus of Avalon, which is between Bay Bulls' Arm, Trinity Bay, and Come-by-Chance, Placentia Bay, is seventy-nine miles; thence to Piper's Hole, fifteen miles; making the total distance to Piper's Hole, ninety-four miles. Although the general route may be tolerably direct, this distance must necessarily be increased by keeping away from the heads of Trinity and Conception Bays, and in avoiding some of the hills and scarping some of the ridges and valleys, which running in a north-east and south-westerly direction, must of course be crossed by any line having its direction from east to west.

After passing through the Avalon peninsula, I fear that Mr. Bellairs' account of the interior for all Railway purposes is both imperfect and fragmentary. He thus sums it up, "It would be inadvisable to report on the elevations of various summits to be crossed, or give other than a general description of the country between Piper's Hole and St. George's Bay. It would, of course, be impossible to trace out an exact direction of a line, or show all the difficulties to be overcome without having followed all the sinuosities that would be necessarily entailed upon a route across the country from east to west. But from the general features of the country actually travelled over, and its appearance as seen from the different points of observation from which some of the views were very extended, there can be but little hesitation in assuming that there are not any insuperable obstacles existing, and that there is a fair chance of being able to select a tolerably direct and practicable route from Piper's Hole to St. George's Harbour." After a considerable amount of detail of little service for our

present purpose he again resumes his general description. "From the west side of the Piper's Hole valley, a direct line for St. George's Bay would probably be maintained for some distance across the barrens, then by following the more level country towards the north of the barrens, and in the neighbourhood of the water shed, and perhaps skirting it, reach the valley and the south-western waters of the Exploits River, then either by crossing the summit of the Long Range, or by Flat Bay Brook in St. George's River waters, descend to the sea level at St. George's Bay and Harbour.

"There are, no doubt, considerable difficulties to be experienced in crossing some of the ridges and hills described as existing in the district of Avalon, and the main part of the Island, and in the approach and descent to St. George's Bay, but there seems to be no impracticability in overcoming obstacles.

"The distance to Piper's Hole by the most direct land route from St. John's, has been ascertained to be about 94 miles, thence to St. George's Harbour, 197 miles, making the total distance between St. John's and St. George's Harbour, about 291 statute miles. The route in general would be direct, but the fact that the grain of the country has to be crossed from first to last, will at once make it evident that there must be a considerable increase in distance over a perfectly direct line. It would, however, be difficult to form a correct estimate of the probable length of a line of Railway, connecting the two harbours referred to without an instrumental survey. Further examinations might prove it advantageous to cross even the southern water-shed of the Humber River waters, and approach St. George's Harbour from the north-eastward; of this I am, however, unable to speak."

Here, then, we have a compendium of the labours of Mr. Bellairs in the service of exploration; committed to writing by himself addressed to Mr. Sandford Flemming, and published by order of the Ottawa Government. We cannot reasonably complain of its very general and therefore unsatisfactory character, when we consider the short time devoted to the object in view, and the limited resources at the command of the explorer. Let us rather recognize the fact that a good deal of work was done in a very short time and with very slender means. Nor is the outcome of this exploration likely to be wholly barren of good results. So much has been done, and probably done well and faithfully. If so, the same ground need not be travelled over again. We shall now wave Mr. Bellairs a mute but tender farewell.

When I affirm that Mr. Alexander Murray is the sole person who has made any scientific or authentic surveys in detail of the interior of Newfoundland, I am not fearful of hearing any dissenting voices. For many years past, in his capacity as Geological Surveyor, he has given to the public the results of his painstaking surveys, and from his latest publications we are able to decipher his probable opinions as to the most desirable and practicable course for the proposed Railway: or in other words, that course that will combine the exigencies of the great Atlantic Ferry Scheme with the utilization of the undreamed-of resources of the interior of this country, whether in its extensive forests of timber, its fine waste agricultural lands, or its various mineral indications and general capabilities.

As already observed, Mr. Bellairs and Mr. Murray do not part company till they take their departure from Piper's Hole. From this starting point a considerable divergence takes place; Mr. Murray moves northward, attracted to the splen-

did amphitheatre of wood and water that expands before him. Mr. Bellairs keeps a more western line and finds himself more and more entangled with upleasant and barren landscapes, interminable marshes, unfruitful mountain ridges and generally a country of repulsive features. We are now assuming the guidance of Mr. Murray. From a letter which I had the honor of receiving from him, I have extracted the following suggestions:—

"Leaving the Powder Horn hills and the banks of the Piper's Hole river, my course would be in a north-westerly direction; crossing the waters of the Terra Nova river at its two branches; and after passing over a tract of forty miles I would come into the valley of the south-west branch of the Gander river, I would then pass over a country a few points more westerly for about twenty miles; and crossing the valley of the main river of the Gander, I would continue in the same direction for about twenty five miles over marshes and barrens; until crossing the Great Rattlin brook, I would descend into the wooden valley of the Exploits River. Thence, heading a little to the south of west, I would follow the valley of the Exploits up to the Victoria Brook, which falls into the south side of Red Indian Pond (lake?). From this the track will head south-west and continue nearly in that course until it reaches the vicinity of King George the Fourth's Lake. (It must be borne in mind that all the bearings noted are from the true meridian, and not magnetic.) Then I must remark, that I have not as yet surveyed the country above Red Indian Pond, and cannot speak from personal observation; but I have heard from Indians, and also from Mr. Lloyd, of the Telegraph Company, of the nature of the country in that direction, and I conclude that there are no grave difficulties to be encountered. At about six or seven miles from the south-east side of Red

Indian Pond there is a number of isolated hills which may be avoided by a slight detour. I have selected the neighbourhood of King George the Fourth's Lake for the following reasons:--Red Indian Pond, by my levels, lies 428 feet above the level of the sea, and the character of the river above the Red Indian Pond is very rapid, and the the distance from its source not less than fifty miles. I infer, therefore, that King George the Fourth's Lake must be 1000 feet above the level of the sea; consequently the heights between this Lake and the Long Range Mountains which must be got over, would not probably exceed 300 feet; as the maximum elevation of these hills does not exceed 1600 feet. Leaving King George the Fourth's Lake, my course would be nearly due west to the valley of Robinson's Brook, but would be more northerly if the valley of Fishel's Brook were selected for descent to the sea, thence to St. George's Bay; my course would lie through a beautiful well wooded agricultural tract of country. The distance from Robinson's Brook, to the terminus, although greater from Fishel's Brook, has this advantage, that it passes by the place where it is most probable that coal will be first worked." We have now a fair opportuuity of determining the comparative merits of the two suggested Railway tracks. The paramount advantage of adopting the latter route cannot be gainsayed; passing as it does through dense forests of timber, there would be left from the necessary fellings sufficient wood to furnish fuel to the steam engines for many years. Add to this that Mr. Murray passes over manifold indications of coal, of magnetic iron, gypsum and china-clay—the raw material for the future potteries of Newfoundland. Saw Mills would be erected along the banks of the Exploits and through the region of the Humber, and the valuable forests, now worthless and fallow, would

become the source of a thriving and remunerative industry. I may here remark *en passant* that the suggestion of saw mills is likely to be unpopular. The conservative and senseless cry—"keep the timber for the fishermen of the country"—is sure to greet us. Experienced and intelligent persons know the value of this shibboleth. Without a Railway the forest timber resources of this country would not, as the late Dr. Mullock observed, be utilised during the next thousand years, but kept as a home for the Indian, or a prey to the devastation of fire.

The general financial aspects of Railway undertakings will next engage our attention. There is scarcely a single enterprise in the whole history of Railways that has not experienced difficulties in its inception; impediments and frequently dead locks in its course. I shall here enumerate some of the most notable instances of great success, gradually emerging out of difficulty and disappointment. In 1853, Count Cavour, then Prime Minister, intimated his intention of constructing a Railway from Turin to Novara. Not one of the Piedmontese public came forward to take a share in the great undertaking. The capital had to be subscribed by the Government, aided by Mr. Thomas Brassey. The Railway was built for considerably less money than was estimated, and proved far more remunerative than could have been anticipated. It was stated, on undoubted authority that it was completed for less money than was spent in getting the Bill through Parliament, for the Railroad from London to York. Count Cavour, in a conversation with Mr. Brassey shortly after the Railway was in operation, said, the line per se is yielding fourteen per cent., and yet there was a time when I could not induce my Piedmontese to take a single share. The difficulties that beset the Canadian Grand Trunk Railway, are fresh in the mind of all, and do not

require recapitulation. The financial troubles that thickened around it in 1855, the grave obstructions arising from the shortness of the working season, following it all through its course, required the indomitable pluck and stubborn genius of Thomas Brassey to surmount. In the formation of the Argentine Railway the Government had to hold out the most tempting inducements to the promoters and contractors; nor hesitated to put the Company in possession of one league of land on each side of the Railroad through its whole extent; coupling with the concession the sole condition that these lands were to be reclaimed by colonization. I will here mention a case of successful Railway competition which many of you will appreciate, and which came under my personal observation. There is a line of Railway between Glasgow and Greenock; it afforded every convenience to business men; was furnished with trains running almost every hour, and exacting only moderate charges. Another Company was formed, they purchased a new track, and built a new Railway between those cities. Now purchasing a railway track in the old countries involves the preliminary expenditure of an enormous sum of money, for the track must, of necessity, pass through landed property in the hands of owners, exclusive and conservative, through townships, and through, and frequently over, the streets of cities. Still, in the face of such redundant difficulties, the new company worked and prospered, and I was shown by my friend, Mr. Tansley, the Divisional Engineer of Scotland, some of the necessary cuttings and other physical difficulties that had to be overcome, and he also informed me that it was not only not a financial failure, but that the shareholders reaped good dividends; I distinctly remember, by the way, a principle enunciated by him at the time, which he advised me to take

away with me to Newfoundland, viz., that physical impossibility predicated of a Railway was consigned to the limbo of fossil opinions; he adduced the case of the Railway through Mount Cenus tunnel, as only a mild illustration of his principle. Recurring to the Glasgow and Greenock Railway, I shall notice the fact that steamers are constantly plying between these cities, and that within the memory of men, still living, there were neither steamers nor Railways in operation there; it is, therefore, no very violent presumption, that their present growing prosperity and wealth are due in a large measure to the cumulative activity of these twin forces.

Among the many thousands of tourists that are rushing every year sight-seeing over the continent of Europe, but a small fraction finds its way into romantic Switzerland. I will here recount a personal reminiscence of my own anent Railway operations, and in that country. On the summit of Mount Rigi, at an elevation of nearly seven thousand feet, there is a solitary kühn or hotel, to which visitors are accustomed to resort for the purpose of witnessing the most glorious sunrise that this earth has to show.

Hitherto the tourist was borne up the steep ascent in a kind of hand-barrow, compared with which, the coarsest type of Indian palanquin, is an advanced form of luxury. But a new order of things has arisen. By a dexterous scarping of the mountain the solitary kühn of the Rigi is gained in a fifth part of the time formerly occupied, and the snorting and neighing of the iron horse disturb the stillness of the mountain top. Now the tourist, finding the ascent so easy, is tempted after repeated failures to essay it once more, as it requires very peculiar conditions of atmosphere to gratify the traveller's curiosity:

and I doubt not that the sunrise from the Rigi is even more capricious and tantalizing than the coy apparition of the Bröcken.

Does this mountain Railway pay? It does and generously, notwithstanding that it had, and still has, so much up-hill work to accomplish.

I shall give one more emphatic instance of a Railway apparently working against fate, nature, and the suggestions of common sense, but it is only apparently. I recall, just now with vividness, the feelings I experienced when leaving the solemn silence of Grand Chartreuse, with the sunlight of a summer morning playing on her turrets and walls; the music of matins streaming from her cloisters, the abode of the faithful and unchanging children of Bruno, when I saw hill on hill, Alp on Alp, rising before me, shrouded in eternal glaciers, when I also knew that these hills must be climbed ere Italy, in all her beauty, burst upon our sight; I am forced to the conclusion, that nature has placed no obstacles like these in the way, to prevent Newfoundland from renouncing her isolation; and, as the great connecting link between Europe and America, joining hands with the civilized world. The telegraph has done something for us; the niggardly concession of ocean steam has made itself beneficially felt, but these must always remain trivial compared with the unconsidered blessings and advantages of a Railway.

I shall recount a few more striking cases of modern ingenuity making a complete conquest of natural difficulties. The Bhore Ghant incline on the Great Indian Peninsular Railway, one among the lines celebrated for the tremendous mountain precipices, around which it is carried by means of tunnels, viaducts, embankments, overhanging galleries, and sharp curves, rises by a

comparatively easy gradient 1831 feet in 16 miles. A Railway in Mexico beginning near the sea coast at Vera Cruz, has curves so sharp that it requires 10 miles of line to do 2 miles of direct distance, and it has bridges over ravines at a height of 359 feet above the stream below; but the steepest incline rises 3770 feet in 21 miles, or about 1 mile to 30. The Railway from Valparaiso to Santiago, remarkable for its curves, viaducts, and tunnels, rises 2642 feet in 12 miles, or about 1 in 24. On the Madison and Indianapolis Railway, in New Hampshire, there is an incline of 1 in 13, rising 400 feet per mile. On the San Paolo Railway, in Brazil, there is an incline so steep as to rise 2550 feet in 5 miles, or 510 feet per mile. There is a Railway to the summit of Mount Washington, in New Hampshire, which has a slope very much resembling the roof of a house; a rise is effected of 3600 feet in 2¾ miles, giving a gradient of 1 to 4. The workmen had to wear shoes, studded with sharp nails while at work on this incline, and could only work with extreme slowness. Here then are only a few instances of the conquest of nature by art. Time does not permit me to multiply them.

The general character of the interior of this country is very far from disheartening to the promoters of the Railway across Newfoundland. As observed in a previous chapter, the surface, to a very large extent, presents a level and unbroken appearance. Valleys and gorges are very infrequent; and the general elevation is such as to require comparatively few cuttings. As we proceed further from the sea; barrens, covered with low brushwood and moss-grown marshes, alternate with undulating ground, broken occasionally by a hilly ridge or a vast stretch of towering timber. Where hilly ground does occur, we find it almost invariably pierced and intersected with passes

and dips. Within fifty to sixty miles of St. George's Bay, the land gradually acquires a higher elevation, reaching it is said at times an altitude of nearly a thousand feet. When passes do not offer themselves, the inconvenient height of the land may be evaded by detours around the bases of the hills; with the result, in many cases, of carrying the line of railway into fertile tracts of country; or along the margin of noble forests of timber that the axe of the woodman has as yet spared.

We now come to the chapter of objections to the proposed Railway, which we must state with candour, and even in their most exaggerated form. It is no intention of the present speaker to assume the functions of a special plender, I am only concerned in conducting an impartial discussion of a grave subject, and making a fair presentment of both sides of the case. And now, for the better realization of that purpose, I will set forth all the objections that have been, or that can be, urged to the launching of the Newfoundland Railway. These objections I shall arrange under six distinct heads, and shall treat them in the following order, meanwhile craving your indulgence for the essential unattractiveness besetting all discussions of this nature:—

1st.—Special financial difficulties, or how is the money to be got?

2nd.—Interruption of Railway in winter season from drift ice along the coast and insuperable snows in the interior.

3rd.—Perilous presence of fog on the western coast with too probable results of collision in crossing the navigation of the St. Lawrence.

4th.—No commensurate time saved by the proposed route.

5th.—Inconvenience to passengers of frequent disembarkations, and consequent risk to luggage.

6th.—Too probable political embroilments.

I am not aware that anything worthy of notice not embraced in the above series, has as yet been advanced or is likely to see the light. Now with regard to the question,—how is the money to be raised? A good deal of weight must be allowed, *in limine*, to the consideration that a Railway proposition will be received by capitalists to-day very differently from what would be the case twenty years ago. Then speculations of this nature were at best dubious and uninviting. The Railway system was then in its infancy and had not asserted its undoubted claims to the recognition of its splendid triumphs. What could at first sight appear more unpromising than the inception of the Canadian Grand Trunk, the Pacific, the Argentine, or the Novara? Yet, once perfected and put in operation, these splendid, though costly and gigantic works, have brought wealth to the capitalist, labour to the workman, and a long train of social and commercial advantages to the countries that rejoice in their possession. So true, it is, that the touchstone of time demolishes the fictions of opinion and fancy; and confirms the decisions of nature and experience. The Telegraph Monopoly in Newfoundland is nearing the end of its career. By the action of the Government of Canada mainly, it will soon take its place in the records of the past. From the competition of rival lines a new source of revenue will arise; as it will be perfectly competent for the Government of Newfoundland to impose a tax on the gross proceeds from trans-Newfoundland mes-

sages. I can scarcely think that the result of such imposed tariff can fall far short of £30,000 per annum. I assume that with a reduction of the rates charged at present on oceanic messages to one half, the traffic would increase fourfold. At present, none but the wealthy avail themselves of this channel of communication. Under altered conditions it would be open to the public, and the increase of patronage would outstrip the most sanguine expectations. The final settlement of the French Shore question will add to the revenue not less than £10,000 yearly; a sum now lost to the colony altogether. The imported labour, necessary for the construction of the Railroad, involving larger consumption, and of duteable commodities, would furnish another contingency of increase to the public funds; so that whether the Government decide on subsidising an outside company or in raising capital in the open market on its own credit, there will be sufficient independent funds to furnish the subsidy in the one case or pay off the annual interest in the other. It will afford a relief to those to whom taxation is a ghoul, that the proposed Railway can be worked out, involving no additional taxation, nor any disturbance whatever of the existing tariff. But even were additional taxation necessary, to what better end could it be directed?

It would surely impose no sensible burden, if ten per cent. were placed on the whole existing revenue. The result would be, basing our calculation on this year's returns, a sum of nearly £21,000. This increase of taxation would not affect the fishermen and laboring classes materially, whilst the benefits and gain to them in the event of the success of the Railway project would be wide-spread and substantive. Without taking too rosy a view of the case, I think the following figures will be found within the pale of

demonstration. The last item I have only assumed as tangiblein the improbable event of such supplementary aid being required:—

Probable proceeds of tax on telegraphic messages	£25,000
Duties, on French Shore consumption, now in abeyance	10,000
Duties on increased consumption by imported labour for Railway, say 5 per cent. advance on present revenue	10,400
	£45,400
Assuming that it was found expedient to levy 10 per cent. on the present tariff of duties, the proceeds would be about	21,000
The total available means at the disposal of the colony and independent of the present yearly revenue would be	£66,400

Setting out with the assumption that the money for the building of the Railroad must be raised outside of Newfoundland, three distinct and feasible modes present themselves to us:—

1st.—To raise the necessary capital on the credit of the colony and its property and prospects in foreign markets, the Government issuing debentures to the required amount.

2nd.—To induce foreign capitalists to embark in the project by securing to them a chartered monopoly, say for twenty years, the tariff of the line being subject to supervision of the Newfoundland Government, and based on the general Railway rates in other countries, *equatis equandis*.

3rd.—To guarantee an annual subsidy say of £30,000 per annum to any company undertaking the work, with perhaps further inducements of grants of crown land for mining purposes solely.

The last proposition is the one I think that will find favour with the prudent financier. The first suggestion would embody a bolder and more statesman-like proceeding; but it is doubtful if the sense of the country would not be antagonistic to it. That the money could be raised on the mere credit of the country, without any foreign guarantee, is more than probable; but that would not be a sufficient reason to surround the Railway project with conditions favorable to possible though certainly not probable bankruptcy.

I shall have need again to incidentally refer to the various propositions for raising capital for the building of the proposed Railway. I now proceed to the question—What will be the probable expenditure on this Railway? After a careful study and collation of financial reports of Railways throughout the world; and making due allowance for even hypothetical difficulties in Newfoundland, I set down the total extreme cost of the Newfoundland Railway, including stations, fences, ballasting, snow-sheds, offices and other business appurtenances at £2,000,000 stg. This I state as the extreme cost. That it would fall considerably below this estimate, I have some reason to think. But in making an estimate of a work over an imperfectly surveyed country, it must be difficult to make an approximation to the exact figures. Taking the total length of the main line at 320 miles, which would give ample margin for detours; since the air line does not exceed 275 miles, the average cost per mile would then be £6250. I am of opinion that this is an excessive estimate. Based on the old and abolished system of broad guage, it would be deficient, but adopting the principle of the narrow guage, with its economy of rolling stock, &c., I am confident that the event will prove that our estimated cost of £6250 per mile will be reduced by at least one fourth. It

may not be out of place here to note that narrow guage lines can be built for at least three-fifths of the cost of lines constructed on the broad guage principle. They recommend themselves not only in the score of cheapness, but also because they have less dead weight to carry, and can surmount steeper ascents with less expenditure of power. Their superiority over the expensive broad guage is further evidenced in their two-fold facility to describe short curves and round corners.

I shall here bring forward an estimate of the cost of a Railway recently submitted to the Indian Government by Mr. Fowler. The places to be connected are Kotree and Moultan, and their distance apart 480 miles. The estimated cost as will be seen is £5,501·4 per mile. I must draw attention to the exceptional circumstances affecting the cost of this undertaking; I allude to the following items taken cumulatively—viz: sleepers, sidings, bridges, and ballasting. In this estimate of £5500, these items represent £1601. It would not be difficult to show that one third of this amount would meet the demands of the same items in Newfovndland. The one item of bridges viz: £729 per mile, is sufficient to prove the excess. We have no Indus or Sutlej in Newfoundland, and consequently will not have to bridge them.

ESTIMATED COST OF NARROW-GUAGE RAILWAY FROM KOTREE TO MOULTAN.

Guage, 3 ft. 6 in.—Weight of rail, 42 lb.

KOTREE TO MOULTAN—480 miles.

	£	£	£
EARTHWORK.			
(10 ft. 6 in. formation) per mile, £258			
say.....	...	123,800	
PERMANENT WAY.			
*Rails and fastenings, 72 tons, at £14	1,008		
Sleepers (6 ft. 3 in. ⋈ 8 ⋈ 4), 2,009=			
2,954 cubic ft., at 3s. 4d.	492		
Ballast (1ft. deep) 42,000 cubic feet,			
at 19s. per 100	216		
Laying, per mile.....	80		
Add 10 per cent. for sidings	1,790		
Per mile.....	170		
	1,960	945,120	
BRIDGES.			
£729 per mile	...	350,000	
TELEGRAPHS, CROSSINGS, AND (PARTIAL) FENCING			
At £157 ..... ay	...	75,200	
STATIONS AND WORKSHOPS.			
£558 per mile	...	268,000	
			1,762,120
Engineering and agency	...	...	220,315
			1,982,435
Contingencies, 10 per cent.	...	...	198,243
Total without rolling stock	...	...	2,180,678
£4,543 per mile.			
ROLLING STOCK.			
100 engines at £1,600.....	160,000		
2,000 vehicles at £120	240,000		
		400,000	
Agency and contingencies, 15 per cent	...	60,000	
Total for rolling stock	..	...	460,000
£958·33 per mile.			
Total cost	...	...	2,640,678
Kotree to Moultan (3 ft. 6 in. guage), 480 miles at per mile £5,501·4.			

*Mr. Fowler has omitted to credit the narrow guage with the difference in the weight of rail to carry the narrow guage stock compared with the heavier broad guage stock of equal capacity, also in the saving in the stock itself.

This is but one instance of many that might be cited to prove the vast difference between the cost of newly established Railways, especially in America, in Turkey, and in India, and that of the almost stereotyped and expensive construction of Western Europe.

Assuming that the Government deemed it wise to raise money on the credit of the country, the following figures will show the extent of the undertaking. It will be understood that I dissent personally from the wisdom of adopting this plan:—

Estimated (stg.) cost of completed Railway...	£2,000,000	0	0
This amount distributed over six years likely to be occupied in construction.....	333,333	6	8
Interest on 1st year's expenditure, at 5 per cent.....	16,666	13	4
Interest on 2nd year's expenditure, at 5 per cent.....	33,333	6	8
Interest on 3rd year's expenditure, at 5 per cent.....	50,000	0	0
Interest on 4th year's expenditure, at 5 per cent.....	66,666	13	4
Interest on 5th year's expenditure, at 5 per cent.....	83,333	6	8
Interest on 6th year's expenditure, at 5 per cent.....	100,000	0	0
Total interest for six years.....	£350,000	0	0
Average yearly interest.....	£58,333	6	8

Thus we see that the country should be prepared to find annually about £58,000 to meet the interest on bonds issued to contractors during the course of construction. The first year's interest would be only to £16,000. The surplus money voted or granted should then be funded or placed at interest on the account of the colony; which local interest would diminish annually the gross foreign interest, as far at least as the fourth year, from which time out the specific interest on each year's expenditure would not only absorb the

assumed grant of £58,000 each year, but draw on the funded surplus of the previous three years; when as shown in our tabular statement, the required interest on the foreign loan would leave a large surplus remaining from the said Newfoundland grant.

By reference to the table we find that the last years interest would be £100,000, or half the present revenue. This of course would be the maximum as it represents the interests on the total outlay. Could Newfoundland face this formidable sum? I think not—still we must not forget that the Railway would then be built, and could scarcely fail to yield a handsome dividend. Let us suppose that only 5 per cent. were realized of net profit on the whole proceeds. Assume there to be £800,000 a very small sum indeed if we succeed in attracting the mail and passenger traffic of the Altantic; the yield to the revenue would be £40,000 annually. Crown rents, from mineral and agricultural lands, must be considerable; and at any rate we might reasonably expect that more than half the yearly interest would be derived directly from the operation of the Railway; whilst contingent receipts coming indirectly would probably supply the residue. But I think it would be useless to discuss this proposition any further; it is not likely to be adopted, nor would it be well that it should, I have shown that it is practicable, I am free to express that it is far from being a prudent or advisable course.

The proposal to give a monopoly to a contracting company, with correlative advantages, I shall dismiss, as there is little in it to recommend it to consideration. I can hardly think it would be a popular mode to get the work done, remembering that we are now endeavoring to get rid of a monopoly that is as unbearable and oppressive to all concerned, as the "old man of the sea" was to Sinbad.

What proposition then is the one I would recommend for adoption? Unequivocally, the paying, for a definite number of years, of a sum within the limits of £40,000 to any company, having a good guarantee of character and solvency, who would undertake to perform the work in the required time. This subsidy is quite within the resources of the colony, and as has been shown elsewhere, can be raised without infringing on the present revenue, or exacting any change in the existing rate of duties. So much for the financial difficulty, which a little consideration must soon dismiss to the Valhalla of fancies.

What safeguard or guarantee would Newfoundland have in the event of the insolvency of the contracting parties during the progress of the work? Evidently this:—That as the subsidy would be advanced only on the completion of each instalment of the work; we would always have property belonging to the company on the Island sufficient to quadruple the particular sum paid to the company.

Howbeit, the financial objection, whatever it may be worth, has already met with the easiest of all solutions. I am creditably informed that proposals have already been made by Railway Contractors to proceed with the work as soon as the Newfoundland Legislature has taken the initiative and cleared the ground for action.

It is many years since this Railway project was regarded, by thinkers, as quite within the pale of the feasible. The day of its maturity has at length arrived.

It was in keeping with the fitness of things, that the great and good Bishop Mullock,—the pioneer of almost every beneficial work accomplished for Newfoundland; noteably the coryphaeus of telegraphy and steam, should in 1868, but one

short year before his death, have thus characteristically spoken of the Newfoundland Railway.

The letter is addressed to a distinguished gentleman of this city, to whose kindness I am indebted for being able to avail myself of it this evening.

THE PALACE,
March 18th, 1868.

MY DEAR SIR,—

I would gladly give the ten miles of land on the proposed line, with the minerals, timber, &c., &c., &c. I care not what company supplies the capital, or what profits they may make. If every square mile contains a gold mine, the labour must be supplied by ourselves or by emigrants *which we require* so much, and as we cannot or will not do anything ourselves to develope the *great resources* of this country, it is well that others should venture on it. In all countries foreign capital is welcomed, and though some of our *enlightened people* here, may say that we should keep our wealth at home, still, for the next thousand years, it would be as unavailable to us as it was to the Red Indians. The enterprisers can only expect a large interest on this outlay, *I wish it was* 90 *per cent.*, for the benefit in every way will be to Newfoundland. *I fear the thing is too good to be true.*

If, as I suspect, the Geological Survey be the father of the Railway project, no money was ever so well spent. I find that the American Government gladly gives the same terms in their wild lands to Railway speculators.

I remain, yours truly,

J. T. MULLOCK.

To Hon.————.

No storied urn or animated bust yet memorializes the life-history of the great man who penned the above letter; but assuredly as long as an Atlantic Cable bears men's thoughts as on wings—as long as the boon conferred on Newfoundland by steam is recognized—as long as memory loves to linger over the deeds of the good, the generous, and the great—so long will the illustrious old Bishop have a monument in men's hearts, more enduring than brass, and proof against the demolitions of time.

Actis aevum implet non regnibus annis.

The 2nd objection takes us to task anent the prevalence of ice on our coast, and the impediments of snow in the interior. In answer to this, it will be sufficient to say, that an ample margin is allowed for such natural difficulties as cannot be subdued or controlled. While frost maintains her empire in the north; and winds continue to be unchained and let loose from their rocky Æolian [illegible];—so long will ice continue to blockade our Bays and Harbours and interrupt for a season our navigation. But this only happens at a time, when passenger traffic is small, and when to a very great extent there is a falling off in the interchange of merchandise between Europe and America. At any rate, those who travel over the high road of the Atlantic elect more congenial seasons than winter, whether in pursuit of business or of pleasure. To argue against the wisdom of building a Railroad across Newfoundland, because it is not likely to be employed to any great extent through the months of February, March and April, would be equally as sound as to inveigh against our coastal steam system, because but one or two passengers are found on the list, each trip during the same three months; whereas through the rest of the year, the accommodation falls far short of the public requirements. Nor do I think, since it is lawful to be merry, and at the same time, tell the truth, that my young lady friends present here this evening, would condemn the Victoria and Avalon Rinques as commercial enterprises because they cannot skate over them in dog-days; nor the votaries of a "Bonspiel" because they cannot "soop him up" on the anniversary of the battle of Bannockburn.

The month of January, in nine cases out of ten, finds the Harbour of St. John's accessible. The case of the Allan Steamship "Nova Scotian," the other day, is quite exceptional. We have all

known cases when the St. Lawrence was not approachable on the 1st December beyond Quebec. So far as the difficulty of snow is concerned, the advanced guard of the Railway Car, the uncompromising plough, soon finds an easy track. Our snows and frost, compared with those of Canada, are proverbially light; even taking our experience of this exceptionally severe winter as representative. Taking my principle from an observation of nearly twenty years, I affirm that the Harbour of St. John's par excellence, is the navigable Harbour on the eastern coast of Nowfoundland during the year, making exception for the three winter months already mentioned. Finally to sum up all in a few words the Railway projectors leave out from their calculations those months of the year, when our navigation is likely to be obstructed.

In the 3rd objection, it is affirmed that the presence of fog on the western coast must always place a great difficulty in the way of a safe transit across the Gulf. Perhaps the best way to answer this objection is to imitate Von Troil, in his famous chapter, "concerning the snakes of Iceland": "Of snakes in Iceland there is not one;" of fog on the western coast of this Island there is none or next to none; in witness of this I quote the authority of my friends, Captains Cleary, Cummins, Jackman, and Halleran, from whose decision on this matter, I think, there can be no appeal. Father Sears, an unbiassed authority, in his published writings, speaking from the authoritative position of many years' residence at St. George's Bay, strongly confirms this opinion. This being the case, the apprehension of collision in the Gulf vanishes, or cannot exist to a greater degree than would apply to any other part of the world where commerce is moving about at all possible angles. The objection of fog would in-

deed apply notably to the English Channel in many seasons of the year, yet it has placed no restraint on the continuous plying of steam-boats between Dover and Calais. Is it not also true that all Atlantic steamers have to cross the fog-banks off the coast of Newfoundland, and run all the risks of collision? There, as a lively old Cunard Captain once expressed it to me, "you may find the fog so dense that you could open it with an oyster knife, or lean your back against it as against a chair"; and by the way, as we are in the anecdote line, I remember hearing somewhere of another old Cunarder, who being asked by a passenger, "if the fog were always in the banks," genially replied that, "he did not know, for he didn't live there," which certainly was a fair reason enough for the absence of his knowledge.

The 4th objection denies any saving of time commensurate with the loss in trans-shipment. Mr. Sandford Fleming has demonstrated, that across Newfoundland lies the course of the quickest and safest communication between the old and the new world. St. John's, the nearest seaport to Europe, is distant 1640 miles from Valentia, which in turn is distant from London about 15 hours travel by train. A railroad from St. John's to Port-au-Basque, allowing for the utmost circuitousness, would not be longer than 320 miles, occupying 12 hours in the transit. Between Port-aux-Basque and Shippigan harbour, the distance would be got over by a powerful steam ferry in 13 hours, landing passengers on the Branch Intercolonial Railway, by which they would at once proceed to Canada or any portion of the United States. The Atlantic passage could be accomplished, by powerful steamers built expressly for the conveyance of mails and passengers, of which speed and comfort would be the *sine qua non* qualities, in 100 hours. Passengers following out

the route here indicated could be conveyed from London to New York in about 7½ days, being a clear saving of time over the average of 246 ocean passages of not less than 3½ days. From Apendix F. to Mr. Sandford Fleming's "Report of the Intercolonial Railway Survey," I quote the following confirmatory statements.

"A glance at the Chart of the Atlantic will show that between Ireland and Newfoundland the Ocean can be spanned by the shortest line.

"From St. John's across Newfoundland to the Gulf of St. Lawrence the distance is about 250 miles. On the St. Lawrence coast of the Island, the Chart shows two Harbours, either of which may be found available as points of transhipment; the one St. Georges Bay, the other, Port au Port; they are situated near each other, and both are equally in a direct line from St. Johns westerly to the main land.

"From St. George's Bay to Shippigan, the distance is from 240 to 250 miles. Shippigan may be connected by means of the contemplated Intercolonial Railway with Canada and the United States.

"Although a very little only is known of the physical features of Newfoundland, from that little we are justified in assuming that the construction of a Railway accross it from east to west is not impracticable.

"It is quite obvious therefore that a Steamship constructed specially to run between St. John's and Valentia, and for the purpose of carrying only Passengers and Mails, with such light Express matter as usually goes by passenger trains, would attain a much higher rate of speed than existing Ocean steamers.

"A rate of 16½ miles per hour is thought to be quite possible: the distance between Valentia and St. John's is 1640 miles. At this assumed rate therefore the Ocean passage might be accomplished in 100 hours.

"Having fixed upon a practicable rate of speed by land and water, the time necessary for the conveyance of the Mails from London to New York, by the projected route, may now be ascertained:

From London to Valentia at present rate of speed in England..		16 hours.
" Valentia to St. John's, 1640 miles at 16½ miles per hour..	100	"
" St. John's to St. George's, 250 miles at 30 miles per hour	8½	"
" St. Georges to Shippigan, 250 miles at 16½ miles per hour	15½	"
" Shippigan to New York, 906 miles at 30 miles per hour	31	"
Total.....	171 hours.	

"It is thus apparent that, without assuming a rate of speed at all extraordinary, it would be possible to carry the Mails from London to New York in 171 hours, or 7¼ days, by the route passing over Ireland, Newfoundland, and by the proposed Intercolonial Railway from Shippigan.

"In order to compare the route referred to with existing lines, the results of the past year may now be presented.

PASSAGES BETWEEN LIVERPOOL AND NEW YORK.

Name of Steamship Line.	West'n. Pas.	East'n. Pas.	Mean.
	d. h. m.	d. h. m.	d. h.
Inman Line.—Average of 52 Eastern and 52 Western passages	13 19 11	12 18 54	13 7
Shortest passages	11 5 0	10 5 0	10 17
Cunard Line.—Average of 27 Eastern and 25 Western passages	11 12 46	10 11 42	11 0
Shortest passages	9 17 0	9 3 0	9 10

PASSAGES BETWEEN SOUTHAMPTON AND NEW YORK.

Name of Steamship Line.	West'n. Pas.	East'n. Pas.	Mean.
	d. h. m.	d. h. m.	d. h.
Hamburg Line.—Average of 23 Western and 25 Eastern passages	13 11 46	12 15 53	13 1
Shortest passages	10 9 0	10 17 0	10 13
Bremen Line.—Average of 20 Eastern and 22 Western passages	14 8 27	12 9 42	13 9
Shortest passages	10 17 0	10 19 0	10 18

"From the above it will be seen, that while the mean average of all the passages, made between Liverpool or Southampton and New York, ranges from 11 days up to 13 days 9 hours; it is estimated that by Ireland, Newfoundland, and Shippigan, the passages could be made in 7 days 8 hours, nearly four days less time than the lowest mean average, and two days less than the shortest of 246 passages, if not the *very shortest* passage on record. These advantages alone are sufficient to attract the attention of business men, but the great recommendation of the Newfoundland route to most travellers, would be the shortening of the Ocean passage proper, from 264 hours (the average by the Cunard line) to 100 hours.

"The total number of Passengers carried by the various Steam lines during the past year (1864) was 185,817, and by far the largest number travelled during the Summer months.

"It would not take a very large portion of Passengers crossing in any one year to give employment to a *daily line of Steamers* on the short Ocean Passage route from St. John's to Valentia or to Galway. A total number of 40,000 each way would give 200 passengers each trip, for seven months in the year.

"With regard to the comparative safety of this route, it would seem as if the advantages were greatly in its favour. The portion of a voyage between New York and Liverpool, which seamen least fear, is that from Ireland to Newfoundland. It is well known that the most dangerous part of the whole voyage is along the American coast between New York and Cape Race, where thick fogs so frequently prevail; this coast line is about 1,000 miles in length and it has been the scene of the larger number of the disasters which have occurred. No less than fourteen or fifteen Ocean Steamships have been lost on this portion of the Atlantic seaboard.

"The route which favours increased security from sea-risks, and which is the shortest in point of time, must eventually become the cheapest and in consequence the most frequented. If then the route proposed across Newfoundland and Ireland avoids many of the dangers of existing routes and reduces the Ocean passage proper to 100 hours, would not the current of travel naturally seek this route in preference to others, especially when time would be saved thereby?

"These are purely commercial considerations, and however important they may be as such, the Statesman will readily perceive, in the project, advantages of another kind. It may be of some consequence to extend to Newfoundland, as well as to the other Provinces of British America, the benefit of rapid inter-communication. It will probably accord with Imperial policy to encourage the building up of such a Fleet of swift Steamers as a Daily Line acorss the Ocean would require. It must surely be important to the Empire to secure in perpetuity the control of the great Highway between the two Continents. It must be equally her policy to develope the resources and promote the prosperity of these Colonies—and to bind more closely, by ties of mutual benefit, the friendly relationship which happily exists between the people on both sides of the Atlantic."

That all the mail-matter and passengers from Europe to America, and *vice versa*, should patronise this route is a foregone conclusion. Apart from the demonstrated saving of time the great

element of safety is an overpowering argument. Who has ever heard of the loss of a steamship approaching the harbour of St. John's? Yet few years pass without dismal tidings reaching us of shipwreck and loss of life on the south-west coast of Newfoundland, and on the treacherous shores of Cape Breton and Nova Scotia. The destruction of life and property, by the loss of ocean steamers in these neighborhoods, is apalling, and the fate of the "Atlantic" last year as a more than typical case towers up into the region of tragic horror.

This projected line of railway once completed, Great Britain would be in unbroken communication, having Newfoundland as an intermediate link, with San Francisco, and the far off land of Cathay, with the countries of the Ganges and the multitudinous communities of Polynesia.

The 5th objection in our series, viz: inconvenience to passengers and consequent risk to luggage, is, as I will now proceed to show destitute of any solid foundation. It having been shown in a former chapter that notwithstanding the delay occurring, of necessity, in connecting the steamers with the cars, and again the cars with the steamers; that an important saving of time is really effected. The interruption in the long sea voyage, and an exchange for land conveyance must devoutly be wished by all classes of passengers. To ladies, who never can accommodate themselves to life on the ocean wave, the change will come with a welcome, not less than does the bright silvery lake to the parched traveller, after wheeling through the desert waltzes of the Zaharah. I am myself a good sailor; but not even the brilliant saloon of a Cunarder could hold out any inducement to remain one hour on board if I could reach *terra firma*; and I think I am not

singular in this opinion, but rather reflecting the feelings and opinions of all travellers. But it is said look at the worry of change; and though it is conceded that all would gladly fly from the horrors of sea-sickness, ennui, and the monotony of life on the rolling sea; still would it not be a poor exchange to consign oneself to the joltings and vibrations of a rail-car. People who speak in this way are decidedly lagging behind their age; and would appear never to have heard of the luxury of a Pullman car, with its drawing room, sleeping rooms, luxurious couches, smoking apartments and almost every device of modern ingenuity in its contributions to human ease and comfort. Again, they say, people will not travel by your proposed route; for the difficulties of transhipment of freight and luggage can not be overcome. I confess I cannot here see the slightest difficulty. All these matters will be attended to by the Company's servants, and I warrant you before you have taken your breakfast or refreshed yourself after your passage with a walk, all the difficulties will have vanished. I know that, at the mention of transhipments, visions of lost luggage will rise before us; but now-a-days this is little more than a mere myth. The American style of Railway arrangements and cheque system is extending over the world, and the loss of luggage will continue to be a matter only of tradition. Many a time have I strolled along a Railway Station in the old countries, and felt the bliss of being an unattached bachelor, with no luggage to look after save the unembarrassing knapsack. It was a rare and enjoyable sight to witness paterfamilias and mammas rushing about after lost band-boxes amid the pealing of bells; the puffing and snorting of the Railway; the shrill whistle of the porters and guards; and the shriller cries of the news-boy. But to the American traveller, the English and general continental arrange-

ments for luggage are his great crux. He has been accustomed in his own country to a system, faultless, comprehensive, and subject to no accidental disturbances. To return to Newfoundland; when once the ocean traveller has set foot on our shore, how different will be his experience. Instead of lazily rounding fog capped headlands away to the south and west, and rolling in the seething trough where Gulf meets ocean, he is wafted across a beautiful and romantic country with naught to disturb or repel, but everything fitted to attract, to interest, and to be admired.

Clear, bright skies, invigorating breezes wafted from our virgin forests, lakes, and rivers; the chirp of the blackbird; the cackle of the ptarmigan; —the rustling flight of the timid caraboo—the glory of vesper sunsets diffused over our ancient forests, majestic in their towering height and fruitful expansiveness,—the appealing beauty of moonlight reflected from our splendid lakes—are accidental circumstances falling in with the substantial inducements held out by Newfoundland to the patrons of the proposed route.

In the 6th and last objection it is contended that one of the first consequences of the construction of the Railroad, would be the involving of the country in debt, and therefore in political consequences, out of which we could not emerge except in union with the confederated provinces of the Dominion. It has even been affirmed that the Railway is primarily intended to carry us into Confederation. Such a view as this must appear to every reflective mind as unfounded and visionary. It may serve very well as a bugbear, but must always fail as an argument. In the first place it is admitted that the work must be accomplished by foreign capital or in other words, by some outside Joint Stock Company. It matters very little from what source the money comes,

whether from Pekin or Grand Cairo, from Vienna or from London, from New York or from Ottawa. This much is certain that the country will see with its eyes open, what legislation shall be effected, what relations will be formed, and what guarantee will be given in the matter by the Newfoundland Government to any Railway Contractors. A self-sustaining work can never accomplish ruin for a country; and if ever a work gave promise of success and self-sustentation that work is the proposed Railway across Newfoundland. To put the argument in answer to this objection that I am now considering in a terse and effective form, I would say—in proportion as Newfoundland becomes wealthy and prosperous, is she removed from the necessity of political Union with Canada. The Railroad, as already demonstrated, is a source of wealth and prosperity—therefore the Railroad presents the most effective means, and in fact, the only means to multiply the wealth and prosperity of our people, and to preserve intact their political independence. Why, let it be asked, should the capital come exclusively from Canada or with Canadian guarantees? In a speculation of such large promise doubtless Canadian capitalists may be induced to contribute a contingency; and, I also trust, that Newfoundland may represent no insignificant quota in any incorporated company. At any rate whoever comes, must come with singleness of purpose or not come at all; but should Canadians come to the front we shall be glad to receive them, but we shall receive them with the prudent suspicion that has all along guided us, and keep in mind the rejected motto of the Trojan Mentor: "*Timeo Donaos et dona ferentes.*" I cannot think for a moment that my countrymen will ever be compelled to for many political union, hostile to their dearest interests, and most cherished ideas; and I am satisfied that the spirit that battled against Confedera-

tion in 1869 is still living, and ready to resist any encroachment whatever on their political privileges. I must here be understood to express no opinion definite or implied on the merits or demerits of Confederation with Canada. A great commercial and social project to the exclusion of all politics is engaging our attention here this evening.

Having now disposed of the objections urged, or likely to be urged against the Newfoundland Railway and Atlantic Ferry Scheme, I shall at once enter upon the far more pleasing task of enumerating the patent and indisputable benefits flowing from such an enterprise. No sooner has it become a *fait accompli*, than a new life would be infused into commerce and a soul created under the dry ribs of the several industries of Newfoundland. When we consider the advantages derived by all classes of our people from the rare visits of the Allan Steamers and from the present imperfect Coastal Steam service; we can form some idea of the stimulus to trade resulting from the daily visits of Ocean Steamers with their burden of frieight, of mails and of passengers, and the consequent necessary development in the coastal service. As a natural result St. John's would steadily grow into a great centre of traffic, mills and manufactories would rise up on every side. Property in land and buildings would increase in value. The course of the Railway passing in close proximity to all the Bays of the Island, would afford an easy conveyance for the produce of the land or the loom, the farm-yard or the fishery. The labourer would no longer stand idle in the market place, but could easily find remuneration for the work of willing hands; and St. John's leaving her old time ruck would soon be able to boast herself a rival of any of the cities of the St. Lawrence.

But emphatically it is the Railway speeding through the country that would draw out its inter-

nal wealth. It would furnish material for another lecture to enter into details of the vast extent diversity and value of our timber lands, and the immense revenue that would be derived from their utilization. We have all read with feelings of surprise Mr. Murray's reliable account of the splendid forest timber along the shores of the Gander Lake. We could easily understand such an account if given of another country. But that there should be a branch of industry independent of the fisheries in this country, sounds to the ears of a Newfoundlander very like a fiction.

I have been told by Capt. Arthur Jackman, who visited the Humber River last summer, that he had seen trees cut down in that region measuring eighteen feet in girth, and, as the American market testifies, of a very superior quality.

It is not a little surprising how sceptical most people are of the value of our timber resources. Some even affirm that Mr. Murray, in his Reports, has indulged in flights of imagination; I think he has not even touched the full extent of our lumbering capabilities. However, likely it is, that Newfoundlanders should give glowing descriptions of their country's advantage, Nova Scotian lumberers are not likely to exaggerate. In 1871, two gentlemen, Messrs. Laurence and McCullum, visited the region of the Gander Lake, and so more than satisfied were they of the extent, variety and value of the timber, that they made a special application to His Excellency the Governor for the grant of a timber limit. This was refused on the ground of the existence of some obstructive law that still disfigures our statute book and too successfully impedes progress. These men, as an inducement to the Government, proposed to spend $20,000 in deepening the Gander River as a necessary preliminary to begin work. Is stronger evidence required of the enormous timber wealth of this country?

Add to this that the proposed line of Railway will pass over mineral lodes and coal beds of undoubted promise, and it is not too much to affirm that destitute of such a Railway, these untold sources of wealth must remain for ever in abeyance. The next consideration, practical and instant, is the extensive herring fishery of St. George's Bay, Bonne Bay, and Bay of Islands. This fishery begins when our codfishery ends, and our people are entering on a season of enforced idleness. A Railway would enable them to take advantage of this profitable industry. A few hours would bring them to the Bay of Islands, and during the months of November, December and January, they could find profitable employment. There is no reason why the herring fishery on our western coast should not be as remunerative as that of Norway.

We read in a recent number of the Toronto "Nation," that there are in Norway not less than 150,000 persons directly or indirectly interested in the herring fishery; and the number of fishermen engaged in it at one time not less than 60,000. Here then may be seen a direct and tangible benefit for our fishermen. To utilize this great branch of industry; to find a ready conveyance for its products to the market of St. John's or elsewhere; to colonize the rich agricultural districts of the interior; to turn to account the idle growths of the forest; to unfold our mineral possessions—to enable the people of our northern and western Bays to have ready access to the capital with the fruits of their labour, to afford a transit and market for the unrequited labour of the herdsmen and farmer and fishermen of the western shore—to terminate for ever our isolation, and promote centralization—to abolish monopoly and diffuse the blessings of free and unfettered trade—these are the offshoots of the proposed Railway and alone in its gift.

A collateral advantage would also arise in the necessary construction of a line of Telegraph along the track of Railway. Station houses would rise at various distances; each forming the nucleus of a thriving hamlet; the infancy of populous towns in years far off. In each of these Station houses would be found employment for the intelligent young men of our community, who are now relegated to foreign lands; and the tide of emigration hurrying off the worker, whether of brains or of hands would be arrested, and the strong sinews and the undoubted intelligence of the Sons of Newfoundland, enlisted in the noble and patriotic mission of exalting and regenerating their native country.

And now, ladies and gentlemen, I fear I have over-drawn my account with time and shall hurry to a conclusion. Much more I had intended to say, and might have said, but although I have not exhausted my subject, I have run the risk of exhausting your patience. Recurring for a moment to the famous maxim of a great French financier. "If the thing is only difficult it is already done:"—"if it is impossible it must be done." The proposed Railroad through Newfoundland is invested neither with difficulty nor imposibility, therefore it can be done, and must be done. The demands of European and American progress clamour for it; the general needs of this age of advancement imperatively call for it, and the still only suggested capabilities and affluent resources of Newfoundland invite a revelation, whilst her position as sentinel of the water-gate of the Gulf of St. Lawrence forbids all hope of successful competition.

In the inauguration of enterprises of great pith and moment it is well that a wholesome prudence should be exercised. In many cases the wisdom of a policy of delay may be evinced.

The Railway project cannot afford to be delayed or postponed. Either now or never for Newfoundland is the motto of the day. If we do not come to the front some of our neighbors will; and *we* settle down only deeper into our well-worn grooves. No idle superlatives can exaggerate the demonstrable good that Newfoundland would inherit from the accomplishment of the great work. All merely political issues must merge in one great and united effort to place the country on the highway of civilization. All feuds of party and petty vestry grudgings must disappear in the general combination for a long pull, a strong pull, and a pull altogether. In such concentrated action behold the secret of success—the potent talisman that will lead our common country to her appropriate place in the course of empire that westward takes its way!