

temity, whence a fast ferry steamer makes a daily connection with Canada, while seven other steamers connect with the railway at convenient points in the great bays and stretches of coast, linking the different sections of the island with each other, with the Canadian mainland, and with the vast dependency of Labrador. The railway pierces through a virgin wilderness, opening it up for the miner, the trapper, the lumberman, the papermaker, the farmer, the sportsman, and the tourist—all of whom have eagerly availed themselves of this opportunity to secure access to an unpeopled territory, with a tillable acreage as large as Ireland, and inhabited only by forest devils, who had almost never seen the face of man. Now the miner's pick, the forester's axe, and the settler's plow are transforming the region along the railway line, slowly it may be, but none the less surely, into a territory of vast industrial possibilities, while beyond still lies the trackless waste, with its preserves of game—in fin, fur, and feather—to tempt the sportsman and the angler.

The traffic over the railway system of the island, completed and first operated from coast to coast, in 1899, has multiplied many times in the decade, and the coastwise traffic, notwithstanding this trade by rail, and the operation of the eight steamers of the Reid-Nfld. Co. which maintain this service in conjunction with the railway, has grown so fast that an additional service of two large steamers, operated by the Bowring Company, making fortnightly trips between St. John's and the Northern and South-eastern coasts, had to be established five years ago, and now four smaller steamers are being put into commission as well for the Fogo coast, Fortune Bay, St. George's Bay, and the Bay of Islands, while at the session of the Legislature, which recently ended, a contract was confirmed for the construction by the Reid Company of five branch lines of railway, aggregating 250 miles, to touch sections of the coast not previously served by the transinsular railway.

#### MINERAL AND FOREST EXPORTS.

The Colony's mineral output has grown from \$500,000 in 1899 to \$1,125,000 in 1900, copper, pyrites, and hematite being