



*Bridge across the Grand Codroy River.*

system of the Island. The roads of Newfoundland have grown regionally rather than as a country-wide system. This mode of development reflects the dispersion of the small population in coastal fishing settlements.

In the area of densest population, the Avalon Peninsula, and more particularly along the coast and shuttles overland. From this region four routes radiate. Three of the routes go southward on the peninsula to Trepassey Bay, to Cape St. Vincent and the Cape St. Mary's district by way of Placentia. A stretch of 80 miles from St. John's to Carbonear comprised in 1949 the total length of paved highway in the Province, save certain stretches at Corner Brook and Grand Falls. As elsewhere on the Island the roads of this region are constructed chiefly of gravel.

The fourth route is the Cabot Highway, the longest road in the Province, which swings northward with the railway line over the isthmus, throwing off a southward fork towards the Burin Peninsula and then continuing up into the southern promontory of Bonavista Bay, where there is a network of gravel highroads and secondary roads. The Burin Peninsula has an almost completed loop in its southern half, while a route to join this with the fork thrusting southward from the Cabot Highway has been surveyed.

Between Burin and Port aux Basques there are no local systems to be worked into a continuous highroad along the southern coast, which thus depends upon the coastal steamship service. The local systems of the Island lie rather on the northward semi-circle traced