

initiated road-making, and others have followed it up. Still the labour of road building went on slowly. When Mr. Jukes, the geologist, was here in 1840, he tells us that when making an excursion to Topsail, he found the first five miles of the road from St. John's "in a condition good enough for a horse to trot along it"; the rest was merely marked out, not gravelled, and cut through woods "leaving the stumps and roots of the trees." When this was the case around the Capital so lately as 37 years ago, it may be imagined what was the condition of the rest of the country in regard to roads. You will agree with me then that, during those 37 years, great progress has been made in road-building; but still an enormous amount of work remains to be done before our population shall be provided as they ought, with roads—the indispensable elements of civilized existence. At the present date we can reckon up 727 miles of postal roads—1,730 miles of district roads. The Great Northern Mail Route when completed will be 137 miles in length and 1,200 miles are in process of making.

I must now very rapidly sum up other indications of progress. In 1840 the first steamer ever seen in Newfoundland made her appearance; in 1840, or 38 years ago, we got our first mail steamer; a small one that ran to Halifax. Now what a contrast! We have ocean steamers calling weekly; we have three local steamers; and a fleet of some 26 steamers will be starting next month from our harbours for the icefields. We are now able to spend \$121,420 per annum on steam communication. I call that genuine progress; and it is the work of the last few years. It is an unmistakable index of the growing wealth, enterprise and intelligence of the colony. Some dozen years ago it was whispered that copper ore had been found in the north of the island, but hardly any one gave any attention to the rumour or expected anything out of it. Now what is the state of the case? From Betts Cove Mine alone 45,000 tons of ore were shipped last year, requiring a small fleet for its conveyance; and 1,200 men found remunerative employment in that single mine. It is well known that Tilt Cove is no less valuable. The whole region around these mines is covered with mining licenses; speculation is rife and new deposits of ore are con-