

Huron and Nipissing, and a railway is projected and partly laid to join the future Pacific road at or near the latter lake.

Other British colonies have kept pace with Canada in the great race of the age, and New Zealand perhaps is even a more remarkable instance of British enterprize, and determination to overcome all difficulties, than either Canada or Australia. But while all the world have been moving at this rapid rate, what has been done in the meantime by the oldest and nearest colony of Great Britain, towards the advancement of civilisation by means of roads. I fear it must be acknowledged that hitherto this province has displayed only the primitive or protozoic instincts, which sooner or later must give way to the inevitable law. Newfoundland still remains in the embryotic state, as regards the means of communication, if we except a few miles of road in the peninsula of Avalon, and around the shores of the southern bays. Into the great interior there is literally no access to be had of any kind whatever beyond that formerly used by the aboriginal savage. Now, I imagine that to a St. John's audience, I need hardly say that I, in the execution of my duties, have had opportunities of seeing and knowing the truth in regard to the nature of the interior of this great island, such as perhaps no white man ever had; and I hope it will be conceded that, as a disciple of science, I have been strictly guided in my opinions and expressions by facts. That experience has long convinced me that there is no reason or necessity for this, any more than other colonies, remaining in the back-ground, and her natural resources (which are manifold) can only be generally known or fully developed by means of good lines of road. It has often struck me as very remarkable that the people most difficult to persuade that anything good can come out of Newfoundland, are Newfoundlanders; and not that alone, but they generally are less informed as to its geography, topography, or peculiarities than many utter strangers, or casual visitors. How often, when I was engaged describing the nature of the interior, and advising a line of route to be followed by the engineers of the preliminary survey for a railroad, have I heard it remarked that the scheme was utopian, the route impracticable, and the whole idea a delusion?—but what proved to be the fact? Simply, that there were no insuperable difficulties at all, from St. John's to St. George's Bay, and that a large portion of the track was especially and exceptionally favorable. I must beg of you to bear in mind that I do not at present refer to financial difficulties, which may or may not exist now or hereafter; but simply to constructive obstacles, which, as already said, are by no means insuperable. What I am desirous to show is that we should, in order to keep pace with the rest of the world, have a constant and vigilant eye upon the future; and that when we commence to open up communication, it should be done in such a manner as will pave the way for a railroad, or a construction of the best kind of another sort hereafter. The plan I proposed to adopt was first expressed in a letter I had the honor to address to one of your honorable representatives upwards of a year ago; which letter with some further observations on the same subject were published in the *North Star* of the 15th