

Globe, August 16, 1888, p.5, c. 1-2

Newfoundland & Labrador

From Toronto to the oldest British colony

Embarkation at Montreal—A full steamer has always room for one—Down the river—Prince Edward Island—Cape Breton—Coal for twenty-five cents a load—Headed for Newfoundland.

(by Hon. John Macdonald.)

How little do we know of Newfoundland? [How] little of Labrador?

We have been accustomed to think of both as having rock-bound coasts, of being [lands] of fog and fish ; of Labrador as being also the home of the seal and the region of [eternal] ice.

[Yet] Newfoundland is our oldest and in [very] many respects one of our most important Colonies. Our ignorance is in a measure pardonable when we find Mr. William Knox, in his evidence before a Parliamentary Committee in 1793, thus [forcibly] expressing himself:--“The Island of Newfoundland has been considered in all [former] times as a great English ship moored [near] the banks during the fishing season for [the] convenience of the English fishermen. [The] Governor was considered as the ship’s captain and all those concerned in the [fishing] business as his crew, and subject to [naval] discipline.”

Still later, Hatton says, in the introduction to his history of the Island, a history [virtually] written in 1883 by himself and the [Rev.] Moses Harvey, to whom more than to [any] one else are we indebted for the knowledge which we possess of the Island:--“It ?uraged me greatly in regard to the ne? and profit of our joint labors when the results of my inquiries about Newfoundland proved to be of a very limited character. I found the Island almost a terra [incognito] to the majority of persons whom I [would] have supposed to be best acquainted [with] it.”

[I] had read enough about Newfoundland?? my curiosity, enough to lead me to ? more about it. Accordingly, when I ? to consider where I should go for my [summer] outing, I determined that I should [go] to that place where the change would [be] most complete, where the conditions [would] be healthful, and where something [could] be added to one’s store of knowledge ; [and] having weighed the matter somewhat [thoughtfully], I concluded that these conditions could all be met in going to Newfoundland and to Newfoundland, accordingly, I determined to go.

#### DOWN THE RIVER

Having thus decided, and but a day or [two] remaining before the steamer, the Bonavista, of the black Diamond Line, was [to sail], I instructed the agent to wire for a good stateroom and to learn when the vessel would sail.” I thought, as many doubtless think, that there would be no difficulty in getting a stateroom even at the [last] moment. The reply to the telegram [denounced] this idea ; it read:--“Bonavista [sails] at daybreak, Friday ; every stateroom engaged.” Upon inquiry as to what [possibly] would be sent to this message, I instructed the agent to wire that ”I would go under any circumstances and that I would bring my daughter.”

No London omnibus is ever full, and I took for granted that this same rule might apply to the steamer, and the result proved [that] I was right, for I unexpectedly found

[a?] agent Mr. Kingman board of the steamer, he himself a passenger, his family [also] being with him, and he, the captain, ? officer and steward, indeed every one [doing?] everything possible to contribute to our comfort and happiness.

Here again, how little do our Ontario people know of the existence of this Canadian line of steamers or of its route, or of [how] readily and safely and cheaply they can thus reach the sea, and how complete [and?] invigorating is such a change.

The Bonavista is an iron vessel, built by ? & Richardson, Newcastle. Her dimensions are, length, 240 feet; beam 35 [feet], with accommodation for 40 or more ? passengers. She is commanded by [Capt.] Anderson, a most competent and ? man, who does all that a man can [do to] study the comfort of his passengers, [the] first officer, Mr. Fraser, being a man of the same type.

? eleven hours takes one to Montreal [from] Toronto by the C.P.R., 8:15 p.m. ? at the C.P.R. station in Montreal, and in half an hour after [we] were on board the Bonavista. {When} we awoke next morning we were [steaming] away down the St. Lawrence and [early] in the afternoon had reached the ? City. Of the voyage down the St. Lawrence, which has been so often told and which to many of your readers is so familiar I intend to say nothing, save that it [never] loses interest. The weather in [this] case being perfect, it appeared at its [very] best.

#### THE MARITIME PROVINCES

We made Charlottetown in good time, [took] a trap and had a most enjoyable [trip] for about two hours. The town itself ? but few features of life. The wharves and store-houses are particularly [deserted] and dilapidated, the shipping interests having collapsed ; everything being in [huge] contrast to the bustle and activity [in] the West. I found the celebrated [Northern] Light at her wharf and understood [that] a steel vessel was being built for the ? and would ere long be at work.

The Cape Breton shore is very much like [that] of the Lower St. Lawrence—rugged, / and barren. Cape North, which is / sixty miles from Cape Ray in Newfoundland, is a bold and lofty cape, and ? large numbers of seals have been [seen] there.

Sydney has a fine harbor, very safe, and its site compares favorably with any harbor in the Dominion. On the opposite ? is North Sydney. We found our way [on] the wharf of the International Coal Company, where we were to coal, and ? ourselves of the delay drove to the ?, a distance of some three miles. The ?, like many in the Maritime Provinces, [is built] of wood ; the buildings are unpretentious/. One would suppose that the ? felt that the town had reached its ? development, as, with the exception of a wooden addition to a foundry, not [one] sign of extension was apparent in the ?, which appeared to me to be marked [with a] stillness that was oppressive.

One thing worthy of notice is the fact that at the wharf of the International Coal Company one can get as much coal (slack) [as one] can take away in a cart or sleigh for ? or 60? For the same quantity screened. ? the men on the wharf, some thirty [or] forty, under the control of a colored [man]. I mention it because it is an unusual occurrence. He it was from whom I obtained the conveyance to take me to the ?, the man whom he sent with me remarking that any one working for Mr. ? once would be glad to work for [him] again. He evidently deserved the confidence which his employers reposed in him. [The] fact proves that color is no bar to a man [in] Canada filling any position for which his

qualities fit him, and the position of this [man] ought to stimulate those of his race to ? his example. Our coal in, we are off [to] Newfoundland.

#### HARBOR GRACE

Our first point is Harbor Grace, for which [we] had a large amount of freight. Off Conception Bay the fog came down thickly [upon] us. We used the fog-whistle freely [and] at last were answered by the fog-whistle from Cape St. Frances which [enabled] us accurately to pursue our course. Not so fortunate, however, was a vessel which went ashore and although the weather was calm became a wreck. Some of the crew (all of whom were saved) I saw in the Sailors' Home in St. John's a day or two afterwards. At the head of Conception Bay is the Town of Harbor Grace. The entrance to the harbor is very fine. On the left is the Harbor Grace Island, on which is a very fine lighthouse. On the right is the Carbonear Island, on which is also a very fine light—the land rising to a considerable altitude on either side. A curious rock rises in the middle of the channel, which needs careful avoidance. The population of Harbor Grace proper is 7,500, but of the electoral district some 17,500. The population are supported almost entirely by fishing, and the place presents the appearance of considerable activity. The first object which strikes one on entering the Harbor is the Roman Catholic church, built after the model of St. Peter's, a really pretentious stone building and such a building as no one would expect to find in a town of that size. The columns, ten in number, are of Aberdeen granite, were placed there at a cost of 1,200? sterling, and were the gift of one man. The English church is also built of stone and reminds one of many of the county parish churches of England. The Methodists have two churches, both built of wood. The Presbyterians have also a church.

Great warehouses arrest one's attention as the vessel touches the wharf. These are the extensive buildings of the large concern of Messrs. John Munn & Co., for the storage and curing of fish, stores for supplies, stores and tanks for seal oil, etc., etc. At their wharves are three sealing steamers (I understand they have four) which ship from 200 to 250 men each in the sealing season. In addition they charter from 25 to 30 vessels which go direct to Labrador for their cargo, which, being secured, are sent by the firm to England, Gilbrator, the Ionian Islands, Spain, etc. They have also chartered for this season a steamer capable of carrying twelve thousand quintals of fish, or what would be equal to the carrying capacity of four sailing vessels such as are employed in the Atlantic trade.

J.M. (to be continued)

Globe August 18, 1888, p. 6, c. 1-2

Newfoundland & Labrador

From Toronto to the oldest British Colony

A visit to Carbonear—The scene of the late riots—Arrival at St. John's—The beautiful approaches—Public institutions—Natural Curiosities—Surrounding scenery

By Hon. John Macdonald

(continued from Thursday's Globe)

I rode over the mountains to Carbonear. The population of the place is some 4,000. Like Harbor Grace, almost the entire population sustain themselves by fishing. Here the Methodists are very strong, have two churches, school-houses and an academy. One of the churches will seat 1,200, but the clergymen, Rev. Mr. Goodison, upon whom I called, told me that he has had as many as 1,700 in the building. The church has a very fine organ.

The road from Harbor Grace to Carbonear is most picturesque. Mountain passes, winding roads, frowning rocks and patches of green, forests of spruce make up the picture. And as Carbonear is built on the slope of a lofty range, with white houses, most of them having small cultivated enclosures, which with the churches, schools and more pretentious dwellings, its harbor and the broad waters of Conception Bay, as these all burst suddenly upon the view when the crest of the mountain land is reached, the effect is very fine

Mr. Robert Munn is the active spirit of the large concern at Harbor Grace, which really gives employment to the people of the bay and numbers of the people of Carbonear. He is a man of great energy, is generally, and I believe, deservedly, respected. He is ably assisted by his brother, Mr. Stewart Munn, who attends to the interests of the concern in Montreal.

A paper, The Standard and Conception Bay Advertiser, is published here by Munn & Oke.

The rocks rise as high as Prince Arthur's seat in Edinburgh, several of them resembling it very much.

Very moderate were the charges of the man who drove me in his trap from Harbor Grace, for although we were away over two hours he only asked one dollar. It is always refreshing to add something to a fare when the charge of the driver is modest.

I could not help expressing my great delight at the beauty of the road as well as the invigorating nature of the air, when I was driving with him on the following day. He stated that he had told some of his friends that he had been driving a gentleman from Canada the day before and that he liked the country very much. He said they were much amazed and could not understand it.

I asked him if he had ever been engaged in the fishing. "I have, sir, for 40 years, and little the better I am for it to-day."

I said to him, "Have you not good health?"

"Indeed I have! This is the hilthiest country in the world."

I asked him what money would be to him without health, and when he fully realized the situation he appeared somewhat better satisfied.

On the following day he drove me to the scene where so many lost their lives in the riot between the Orangemen and Roman Catholics on the “[pipe] laid road.” I heard from him that rum had more to do with it than religious differences. Both are bad enough, but the strife which is begotten of religious feuds is of all others the most bitter. His story seemed highly probable, for although the day on which we were at the spot was the 12th of July, no place could have been quieter and no people better behaved than those we saw that day.

St. John’s

Our cargo out, and we were off for St. John’s. On the base of a rocky promontory at the left-hand side of the entrance to St. John’s harbor stands the Fort Amherst Lighthouse; on the right Signal Hill, [835?] feet above the level of the sea. The narrows leading to the harbor are nearly a mile in length, the entrance to them is about 1,400 feet wide and at the narrowest point not more than 600 feet. When two thirds of the Narrows have been passed the harbor turns to the west, and there, completely land-locked, with lofty hills on either side, vessels may ride in perfect safety. It was a magnificent sight to see the Admiral’s ship, Bellerophon, with two men-of-war following, steaming up the Narrows and casting anchor in the harbor, an English and a French war-ship being previously in port, thus making a fleet of five war-ships, four English and one French. Harvey in his book says at the entrance:--“It is a scene which for grandeur and sublimity is not surpassed along the entire American coast.”

So far as my observation aided me, I can say that as to anything with which I am familiar this language is not exaggerated. As we entered the harbor a great iceberg lay directly in the centre of the passage. A pilot came on board and in due time we found ourselves at the wharf, and shortly after found a way to the Atlantic Hotel—a new and spacious hotel, well kept and very moderate in its charges.

The city itself is built upon the side of an immense slope which extends its entire length. Its situation greatly resembles that of Halifax. The style of wood buildings in two or three streets are very much alike in both cities, but here, as we shall have occasion to note, the resemblance ends; the comparison in so many respects being greatly in favor of Halifax. The Roman Catholic Cathedral, which strikes one on entering the harbor, is a magnificent structure, vastly finer than anything of its kind in Toronto, and capable of holding five or six thousand people. The English Cathedral is a magnificent gothic pile from the plans of the late Sir Gilbert Scott, the eminent London architect, erected at a cost of some £50,000 sterling. The plans were carried out by the late Mr. Hay, of Toronto, who subsequently returned to Edinburgh to design the necessary work for the restoration of Old St. Giles. Work still remains to be executed on the cathedral, such as the completion of the tower, as well as portions of the internal work, which will make its cost when finished about £70,000 stg. As it now is it is finer than anything we have in Toronto. In addition to the cathedral the Church of England have two churches, the Methodists have five, the Presbyterians one. The Atheneum is a fine hall capable of holding 1,000 people. The Sailors’ Home is a fine building and would be a credit to any city. One hundred beds are made up and here sailors are comfortably housed and fed at a merely nominal cost. Here I found some of the shipwrecked crew, to which reference has already been made. I visited the dormitories and found them lofty, well ventilated and

clean, some of the rooms having 20 and others 36 beds, but sufficient accommodations for 100 beds. In the reading room I found a number reading, several stretched on the floor as it on the forecastle, two playing draughts, one reading an Italian Bible and at the request of a friend with me I asked him to read for the benefit of his countrymen John [III] 16, which he did. St. John's has a very fine dry-dock, in which the largest vessel can enter for repair. Its dimensions are—length of dock 600 feet; width of body 133 ½ feet; width of entrance 85 feet; draught of water over sill [85?] feet.

The museum contains much that is interesting. The display of carboniferous and metalliferous specimens is very large and appears to be very complete, and gives one some idea of the rich deposits which are to be found in the Island.

Here I saw caribou measuring from snout to tail about 7 ft. 6 in. his weight being from 400 to 500 lbs. These are found in great numbers in the Island. The captain of the Conscript told me that last season 70 were brought to St. John's by him on one trip. While at Red Bay, on the Labrador. I learned that but a day or two before one had come into the settlement, had wandered among the dwellings, but escaped before any one had time to shoot him. Like our own buffalo, many are wantonly destroyed, and hence—unless wise measures are speedily adopted for their preservation, like our own buffalo—this noble animal may ere long be extirpated.

Here, also, I saw a hooded seal. Any one who has not seen one cannot form any idea of their size. This one was about six feet long, the body as large as that of a small cow, and its weight would have been at least [600?] lbs. They will attack one or more men. Indeed, in speaking in one of the ports about the dangers of the coast, I learnt of two young men who attacked one of these monsters, who in turn came upon them with such force as to break their boat, resulting in one of them being drowned.

Here also I saw the Esquimaux kayak. It consists of a very light frame, about 21 feet long by about three feet wide, completely covered by sealskin. In the centre is a hooped frame sufficient to allow the Esquimaux to enter; outside of this is a sealskin covering which reaches to his chest.; thus encased not one drop of water can enter the kayak, even if entirely submerged. It is so buoyant and then he uses his double paddle with such effect that he will keep up with a boat with six men at the oars for as great a distance as they could travel. Here also I saw stuffed specimens of some enormous codfish which, when in the green state, must have measured from five to six feet and weighed from fifty to sixty pounds. Here also were fine specimens of the woods of the country—yellow birch, white pine, red pine, dogwood, fir and cherry. The grain of the yellow birch seemed very fine, and its diameter about two feet. Indeed the museum would have given me ample occupation for the few days which I had at my disposal, but under the circumstances I had only time to glance through it, and that hastily.

The drives around and about St. John's are very fine indeed taken as a whole. They are such as for wild beauty are rarely seen so near any city. Kind friends call for us daily, and the new sites daily furnished a continued feast to the eye and to the imagination. One day it was to the Quidi Vidi, evidently a corruption of quid vidi, pronounced here Kidy Vidy. Here is a beautiful lake about one mile long by not quite a quarter of a mile broad. Here the regattas are held, here also on the grounds the cricket matches are played, and being on the very border of the city it is easily accessible and is consequently a place where all strangers are shown to. Again it would be to Topsail a

favorite watering place about fifteen miles from St. John's, in going to which place we passed through very beautiful scenery, and through a region also in which there are several good farms.

J.M.

(to be continued.)

Globe, August 21, 1888, p. 5, c, 1-2

Newfoundland & Labrador

From Toronto to the oldest British Colony

[Bound] about Topsail—The Roman Catholic orphanage—Torbay and Middle Cove—  
Educational and financial facts—A trip north—Characteristics of the coast

by Hon. John Macdonald (continued from Saturday's Globe)

The scene about Topsail is grand, and one is not surprised that many should seek its quiet and invigorating air for a summer holiday. Here Rev. Dr. W---t, of Montreal, his wife and two sons, who came with us in the Bonavista, purposed taking their outing, and one could not but approve their choice.

Our own party consisted of four, and for the [comfortable] meal speedily furnished us and [cleanly] served the motherly old lady asked but four shillings. In every home on the coast one may be satisfied that if they ask they will learn some "tale of peril of the sea," as when I said to this old lady, "I suppose you have had people about Topsail lost at sea?" she told of one home close by which had been desolated ; of one promising young man who had gone to the sealing this season, never more to return. Many such tales I heard.

From Topsail we drove to a Roman Catholic orphanage, which brought us through most delightful scenery. I was impressed with the richness of the crops around the orphanage. A large number of the boys were at work. But no amount of labor could produce such satisfactory results if the soil were not favorable.

On the following day our drive was on the road heading to the asylum, where there is much to please the eye and to delight any one who loves nature. On this drive I saw the [best?] crop of hay I had seen since leaving Canada.

A [more] extended drive took us into the fishing [coves], into Torbay, Outer and Middle Cove. Every foot of the way to me was full of interest. Loggie Bay we also took on our [road]. Here there has been a recent discovery of a mineral spring which is expected to yield good results.

Something may be gathered from what I have written of the kindness of the people of St. John's. Indeed we had no sooner finished our breakfast the first morning we were in the Island when we found the Hon. Mr. Ayre and the Hon. Mr. Rogerson waiting for us ; later in the day the Rev. Dr. Milligan and the Rev. Messrs. Bond and Boyd, and these gentlemen laid themselves out to minister to our comfort and happiness with an [assiduity] which made our visit to the Island a continued source of pleasure, their kindness being so embarrassing as to make one feel ashamed of one's own want of attention to others under similar circumstances. I feel I must record this fact to the credit of my friends and to the credit of St. John's.

I found his Excellency the Governor affable and communicative. He takes a [deep?] interest in the Colony and is deservedly popular. Mrs. Blake, whom I had not the pleasure of seeing, is much liked, and if she is to be judged by her contributions to *The Nineteenth Century*, is a racy and instructive writer.

Government House is an unpretentious building so far as architectural style is concerned, but is large and commodious, is surrounded by ample grounds, is admirably situated and commands a very fine view.

The Colonial House, in which both Houses have their Chambers, is built of stone, has been a fine building, but is now behind the times and ought to be replaced by a building more in keeping with the object for which it was designed.

#### EDUCATIONAL SYSTEM

The educational system of the Island is denominational ; indeed it could not well be otherwise, although the system has its drawbacks. The population of the Island and Labrador, by the census of 1884, was 197,335/. Of these 75,254 are Roman Catholics, 60,000 Church of England, 48,767 Methodists, 1, 495 Presbyterian, 768 Congregationalists. The total grant for education for the years 1885-6 was [\$19, 642]. It has been felt by some that if a well-devised plan could be arranged whereby the grant for the Anglicans and Methodists could be amalgamated and jointly expended upon a common basis that better results could be secured. In proof of this it has been given as an illustration that from a point beginning at Cape Norman, at the northern point of the Island for 150 miles west there are but three schools, and that the grants for each will not exceed from \$120 to \$150. Under such circumstances nothing but correspondingly poor results can be expected.

#### FINANCIAL AND COMMERCIAL

The moneyed institutions of Newfoundland have been remarkably successful. To refer to one of the banks only, viz., the Union Bank. Its stock is \$456,000 in shares of \$100. Its reserve, \$340,000. The dividend for the last complete year was 15 per cent, but these figures do not reveal what has been secured to shareholders. I know, for example, of the [case?] of a gentleman, deceased, who at the ? of the bank took stock to the extent of £4,500. The bank has since his decease paid the executors £22, 300, while some 30 or 40 shares still remain to the credit of the estate. This altogether apart from the large dividends which have steadily been paid. This showing not only speaks well for the class of accounts, but also for the management. The merchants appear to be [men] of substance, many of the houses being ? established. Fabulous stories are told of the net profits of some houses, which in prosperous times have exceeded £40,000 a

#### A JOURNEY ALONG THE NORTH SHORE

The Hon. Mr. Rogerson so urged my making the Northern trip as far as Nain, the Moravian settlement, if possible, that I determined to go not to Nain, as that would involve another fortnight, but to Battle Harbor ; accordingly I booked for the above port, taking in all the ports of call along the entire east coast of the Island, ? through the straits of Belle Isle and stopping at Battle Harbor on the Labrador, [there] to await the steamship from Nain for the purpose of taking her mails and passengers. The return fare for this passage, which, it was expected, would be from 10 to 12 days, was only \$24. The Conscript is a composite screw steamer, ? horse-power, 13 feet draught unloaded, ? by 30 ft. beam, making easily twelve [knots] She was built this year by [Archibald] McMillan & Son, Dumbarton, and in trip which we were about to take on her to Battle Harbor was to be her first trip to that place. She is a very trim vessel with a large and [most] comfortable saloon midships, equal, for its size, to that of many of the ocean [steamers], as are also her staterooms. Capt. [Walsh?], who commands her, is a most careful [captain] and perfectly familiar with the ? The agents pride themselves with the

promptness with which they fulfil their ? When arranging for my ticket I was told that the vessel would [leave] at 10 a.m. sharp. This sharpness was very near causing me to lose my [baggage], not that I was behind time (for that [I] always [seek] to avoid). At the hotel, on paying my bill, I was assured that my baggage would be sent ; it was sent, not to the Conscript, but to the railroad, so that on [reaching] the boat no baggage was to be found. Going up in a trap to the [hotel] I was assured that it had been sent. [That seemed satisfactory] but on returning [to the steamer I found that no baggage had arrived. On telling the agent he said, “You have [ten?] minutes yet,” evidently that ? purpose of sailing at 10] sharp would be carried out, in which case I would have been left, and, indeed, I would have been but for the kindness of friends driving back to the hotel and tracing the baggage, and by having it on the steamer just as she was ready to cast off. Moral—One should always look after his baggage and see that when going by steamer it is not sent to the railway depot.

We had between 60 and 70 passengers bound for various places on the coast. The day was bright and cheerful as we steamed toward Conception Bay. Among our passengers were two young Anglicans on their way to do missionary work ; Rev. Dr. Milligan, superintendent of education for the Methodist denomination, on a tour of inspection round the Island and Labrador, which would occupy a month ; several Methodist ministers going to their new fields of labor ; one or more commercial travellers from Montreal ; an Anglican clergyman going to Labrador ; several gentlemen who were going as far as Nain, and numbers from St. John’s who were bound to various ports to spend their holidays.

Our first stopping place was Harbor Grace, which has been already described, except that the harbor is seven miles long, the islands at the entrance are composed entirely of superior roofing slate, and the fine old Church of England here—to which reference has been made—was the first stone church erected in the Island. From Harbor Grace we sailed for Trinity, so called, from its being entered on Trinity Sunday. The Rev. Philip Tocque in his work on Newfoundland, says that “In no part of the world are there more noble bays than in Newfoundland. Eighty and ninety miles the ocean is penetrated by these great arms of the sea, bringing the treasures of the deep to the very door of the inhabitants. Trinity Harbor is one of the best and safest harbors, not only of Newfoundland, but of the world. It has several arms and coves where large fleets of ships may ride land-locked, and perfectly secure from wind, tide or sea.” Approaching Trinity we came to the celebrated island Baccalieu, where on a lovely, clear night in January, 1880, the steamer *Lion*, with a large number of passengers on board was lost, a clergyman and his young bride of a week being among the number. The circumstance gives a melancholy interest to the island, which has become identified with the disaster from the fact that a body, that of a Mrs. Cross, whose husband I saw at Trinity, was found there, but whether the vessel blew up or struck the bold coast and instantly went down is to the present moment enveloped in mystery.

When we reach Trinity it was about 10:30 p.m., and we were unable to see its beauties, but when we returned from the north, and as we beheld its harbor, with part of its eleven miles of coast line, with its numerous arms, completely encircled by lofty hills, whose shadows were reflected in the still and glasslike basin around which they threw their protection, never had I beheld a scene of greater loveliness. I was not surprised to hear an old salt say in the patois of the Island:--“Dis is de finest harbor in de

Island ; dare ain't none better in de world." Very expressive was the remark of Mrs. Lumsden, the wife of the Methodist minister, as in terms of admiration I spoke of the beauty of the picture as seen from the verandah of the parsonage:--"I wish," she said,"you could have seen it in the light of the moon the other evening. I could do nothing but look and wonder. I felt that talking spoiled it."

J.M. (to be continued)

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Newfoundland & Labrador

From Toronto to the oldest British Colony

A trip along the North Shore--Scenery and characteristics--The plenitude of churches--A bad country for dogs--The copper districts

By Hon. John Macdonald (continued from Tuesday's Globe)

In addition to Harbor Grace and Trinity the Conscript was advertised to call at Old Perlican, Catalina, Bonavista, King's Cove, Goose Bay, Salvage, Greenspond, Fogo, Herring Neck, Twillingate, Moreton's Harbor, Exploits, Burnt Island, Fortune, N.D. Bay, Little Bay Islands, Little Bay, Tilt Cove, Nipper's Harbor, St. Anthony, Straits of Belle Isle and Battle Harbor. But in addition to those places we called at Leading Tickles, La Conche, Griquet, Coachman's Cove, on the Island, and at L'Anse a Leau, Blanc Sablon and Red Bay, on the Labrador Island.

A glance at the map will show that to accomplish this very bay on the east coast, including the French shore, would have to be visited, so that the traveller would thus have the opportunity of seeing very much of the beauty of Conception, Trinity and Bonavista Bays, Bay of Exploits, Notre Dame Bay, and of White Bay upon the French shore; of streaming through the Straits of Belle Isle, and of calling at the various ports on the Labrador for a distance of 150 miles.

The passage, with scarcely a break, was marked from beginning to end by the most delightful weather--sea clam, air balmy--the steamer skirting the coast so closely that the most minute features in its bold and rugged outline were easily discernable. Every moment revealed some new object of interest. The rounding of every cape disclosed some new panorama entirely different from any hitherto seen. Now it was some deep bay around which were the white huts of the fishermen; then some weird-looking rock which by some convulsive effort had been riven from the mainland, standing, as it were, in defiance of the waves which ceaselessly dash against its base and in storms completely envelop it in foam. One of the most noticeable of these is a very remarkable rock called mother burke.

Now there was a cry that a whale was to be seen, then another. Now it was a shoal of small porpoises called "horse mackerel," numbering thousands, sporting round the ship, sometimes throwing themselves completely out of the water, and from their very numbers giving some faint idea of the life with which the ocean abounds. Again it was an iceberg so close to the ship that one was able to form a more correct idea of the size of those enormous bodies of ice than one is able to do at a distance ; nine-tenths of each, it is said, being below the water-line. Now it was a number of boats at anchor and the hardy fishermen plying their trade. Then suddenly some cape is turned and you find the ship entering some new harbor and the settlement opens out before you. The bell rings to slow the ship, the command is given to let go the anchor. The ship's boat is lowered, and although somewhat contrary to rule to have passengers who are not bound for the port go ashore, the mate was good enough to allow us to go, and we had thus an opportunity of seeing all that was to be seen in the hour and a half or two hours which were occupied in discharging and receiving freight, in landing and in taking on passengers.

To one from Ontario, everything about Newfoundland is new and consequently full of

interest. The harbors are much alike, all land-locked, nearly all surrounded by bold, rugged and lofty hills. In entering some the ship makes a complete circle, in others half a circle ; in some her course is in the shape of the letter S, so that when once in it is difficult for a stranger to see not only how the vessel came in but how she was to get out. The settlements have about them so much that is alike that when one has been seen you have a very good idea of what the next will be like.

Take Fogo for example. First we have the establishments of the merchants in Fogo. Of these there are four—Messrs. Dader, Scott, Waterman, and Owen & Earl—with the flakes, the frames covered with spruce boughs, upon which the fish are dried. These fish and oil warehouses are the most imposing buildings in each settlement. Next came the flakes and stages of the planters or middlemen, the churches, parsonages, school-houses, the houses of the managers of the various establishments and the houses of the fishermen. In the harbor of Fogo are several bankers, that is, vessels which go to the Banks, and large numbers of fishermen's boats. Newfoundland is very well supplied with churches, nearly all built of wood, and in places like Fogo, and even smaller, three churches are often found—one an Anglican, one a Methodist and one of the Church of Rome. As the huts of the fishermen are spread round the bay for a distance of a mile, and in some instances of two miles, the people are called together for service not by a bell, but by a flag. The flag run up to the masthead intimates that service is going to be held. It remains there for half an hour, when it is lowered to half-mast, which means that service will begin in a quarter of an hour. It is then lowered, which indicates that service has commenced ; hence every church has its flagstaff.

The churches are well attended. I have spoken of the Carbonear church, in which the pastor, the Rev. Mr. Goodison, told me had been present 1,700, and that in a settlement where the total population was about 3,500. The Rev. Mr. Weary, a clergyman of the Church of England, told me that upon one Easter Sunday he had three services in his church at Battle Harbor, Labrador, a very small settlement it must be remembered, and that his average congregation was 196, some of whom had come twenty-five miles and among whom were about [50?] Esquimaux.

When we reached Red Bay, finding that we were to remain there for some time, the flag was run up, and although the settlement, as stated, is a very small one and many of the fishermen were away, a congregation of about 50 was speedily assembled. The ministers, three of whom were present, insisted that the local preacher should conduct the service, and he had the great honor, one of which he never will forget of telling to the people upon the rockbound shore of Labrador of the woman to whom Jesus revealed Himself at the well, of whom it is written, "And many of the Samaritans of that city believed on Him because of the saying of the woman who testified, 'He told me all that ever I did.'"

At Tilt Cove and Little Bay we are in the midst of the copper district. A stiff walk up a very sharp ascent of 500 or 600 feet brought us to the works of the Tilt Cove mines, where the ore was being shipped and selected specimens of which we brought away showing the presence of from 9 to 12 per cent of copper. The dwellings for the men are at the bottom of this great hill and on either side of a small lake, are very neat, painted white, and give a cheerful appearance to the place ; here also is a very neat Anglican church which cost £3,000, although it is difficult to see how that money could have been expended upon it ; in the churchyard is a neat monument erected to the memory of the crew and passengers of a vessel which was wrecked on Gull Island. Sad memories of those who have been drowned are found in all the churchyards of the Island.

Here I observed three notices, which read as follows:--

1. That any dog found going at large without a clog around his neck weighing at least seven pounds, with the name of the owner stamped on it, would be shot. Several poor dogs with this extraordinary attachment I saw here and at Harbor Grace. To judge from their movements they were evidently out of sympathy with this regulation and looked very much as though of anything could be gained by doing it they would strike. Only think of a black and tan terrier, weighing say fourteen ounces, with a clog round his neck weighing seven pounds!
2. All goats found going at large without a yoke, the lower part of which to be not less than three feet and the upper part not less than eighteen inches, would be impounded ; and
3. Any one in the employment of the company selling intoxicating drinks would be immediately dismissed.

About 150 men and boys are at present employed in these works at Little Bay. We found the works were under the superintendence of Mr. White, a very intelligent Scotchman. I understood that the engineer at the mine, a Mr. Thomson, was also a Scotchman. Indeed, I was much struck with the fact, as I was led to think about it, that you may with safety say "Scotchmen everywhere."

The first name I saw in Newfoundland and the only one that is seen as you enter Harbor grace is Ross, then the name of Munn, then Patterson. On going on the wharf I see before me puncheons of molasses from Antiqua. I look at the name and see that it is Macdonald & Co. I go on board of the Conscript and I find the three engineers Scotchmen. To those who are curious enough to inquire why what I found in Newfoundland is to be found the world over, it might be well to consider whether the Bible and the Shorter Catechism have not something to do with this? Mr. White is an enthusiastic believer in the prosperity and in the future of Newfoundland ; he is also an enthusiastic believer in Confederation. He is a subscriber to THE GLOBE and is thoroughly familiar with Canadian politics.

J.M. (to be continued)

Globe, August 25, 1888, p. 6,c. 5-6

Newfoundland & Labrador

From Toronto to the oldest British Colony

The copper resources of the country--The approach to Labrador--Swapped religion against politics--Icebergs--The lobster industry--The Straits--Codfish curing--The extent of the industry

By Hon. John Macdonald (continued from Tuesday's [sic] Globe)

That the copper resources of Newfoundland are very great there cannot be any doubt. Among the passengers who joined us at Sydney was an American gentleman, a Mr. Niven, who was going to visit the Island to learn what could be done in the acquirement of properties. He told me of the undoubted richness of the mines, but thought the policy being pursued was most unwise and might be very hurtful to the development of the industry as the law stands. He stated to me that any one can stake off a mining location, apply for a license, which does not cost more than \$50, the conditions being the expenditure of \$800 yearly for the first four years, or \$3,200, and in the fifth year \$2,800 making in all \$6,000, when the patent is issued and the party becomes the owner, but that in default of the fulfillment of the conditions the property reverts to the Crown. He states that large portions have been staked off by speculators, who have paid the \$50 and hold their interest at large sums. I said to him, "I suppose they ask all the way from \$10,000 to \$50,000!" "Yes," he said, "and some of them a great deal more." It does appear to me that this policy must tend very materially to retard the development of this most important industry. At Twillingate I was surprised to find two large places of business, that of Messrs. Tobin and also of the Messrs. Waterman, where the stocks were kept as neatly and appeared to be of the same class as are to be found in our Canadian cities, and in addition such classes of goods as are used for connection with the fishing. In one of these places I was shown a patent jigger, that is a sinker in the form of a caplin, the favorite bait of the codfish. Two hooks form a part of it, into which a piece of looking-glass is inserted, but it had not commanded the confidence of the fishermen, who keep by the old jigger. In the harbors of all the settlements are trading vessels, where dry-goods, groceries, boots, oil, clothing, lines, hooks, nets, sweets, etc., can be obtained; and to Little Bay Halifax houses thus send goods of every description, the company allowing the men to buy their goods wherever they please, only not upon the company's ground.

As we neared the coast of Labrador, although no perceptible change took place in the atmosphere, great patches of snow were seen lying in the gulches, and here and there a place which could not be so accurately described, as in the well-known lines:-

It was a cave, a huge recess

Which held till June December's snow;

A mighty precipice above,

A silent tarn below.

I must not forget a good story which my American friend told me about the way in which matters are arranged by them when young married people who, belonging to different denominations, determine to which one both shall go. He illustrated it by a case with which he was conversant. The bride went to the Protestant Episcopal church; the

husband was a Presbyterian. A good deal of bantering pro and con took place on either side, when the young wife put the case thus skillfully:--You go to the Presbyterian Church; I to the Protestant Episcopal. I am a Republican; you are a Democrat. You come with me to the Protestant Episcopal. I will be a Democrat. He yielded, telling her, however, that as she could not vote, she had got the best of the bargain.

At Green's Pond, which is literally one mass of rock, gardens are secured only by having the rock covered with earth, yet from such gardens, however, we saw some good looking crops, quantities of earth being sometimes brought from English ports as ballast. Some parties point with great delight to the English soil thus deposited around their dwellings. At La Conche the fog was very dense and the captain thought it best to come to anchor. About us were many fishermen, poor fellows who ply their trade 'mid fog and rain,' 'mid snow and ice, from early morn, till late at night, often with poor results, [and?] but poorly provided with suitable [clothes] to resist the many and trying changes of the coast, and yet with a heroism which cannot but command one's admiration and which must lead any one who sees them to conclude that no class of men in this world of ours earn their living under circumstances so trying, reap so scanty a reward for their labor or bear the suffering and privation incident to their lives with the same uncomplaining and manly fortitude. Brave and noble fellows, better far than the lot so often meted out to you do you deserve. An officer in the well-known uniform of the British navy came on board. How strangely did the trim boat which brought him to our vessel contrast with every one of the dozen boats of the Newfoundlanders, which by this time had found their way to our vessel. As the fog lifted up there was seen anchored close by us H.M. cruiser Forward, flying the ensign of St. George. In what sea is that ensign not to be found? And wherever found always conveying the assurance of protection of every subject of that sovereign of whose wide-spread power is the emblem.

As we steamed out of La Conche we saw four very large icebergs, and during the day not less than fifty. These were of all shapes and sizes.

One resembled a high felt hat with a brim, the sides of which appeared to be from 50 to 75 feet, another like the Colloseum, a third like the Granite Rink, one like one of Sir Edwin Landseer's lions of colossal size, several like great cathedrals, some with spires and some with towers, one like a great bastion and many like nothing but what they really were, great icebergs pursuing their journey until under the influence of the Gulf stream they break up and founder. We came so close to one as to see the deep furrows which, under the action of the sun, had been made on its side ; these were not only deep but regular, down which streams of water were pouring. It was beautiful picture. In others, what appeared hollow portions of the berg were great lakes; while down the sides of others, when everything is still, the water can be heard rushing with the noise of a waterfall.

#### Lobster canning

At Herring Neck we saw a lobster canning factory in which about eighteen women and girls were engaged. We saw the process go on. The capacity of a factory is about 1, 500 cases. One concern was shipping this year from its various factories 20,000 cases, worth \$6 per case. It is said, however, that the lobsters are dying out, possibly from the violation of prudential methods of catching them, for which there as with game in our own country, there is a close season, which cannot be invaded without serious loss to their propagation.

In August the lobster sheds its shell, when it is said that it is not only not nutritious but positively poisonous.

We say a little fellow in a boat taking up lobsters with a hook attached to a pole (in some places very fast) when he would take a rest and look at our steamer. The French at White Bay have been interfering with our people lately in the prosecution of this industry.

I have not stopped to describe Coachman's Cove, St. Anthony and many of the other places at which we stopped.

We reached Cape Bauld a very ? and rugged promontory at the most northern part of the Island, on which is a splendid light, the house erected, I understand, and the service being maintained by the Dominion government. Here we entered the Straits of Belle Isle. The sunsets were magnificent, such, indeed, no artist could paint, such as the poet could describe, making the heaven, even in those bleak latitudes, like a sea of glory," and lighting it up with such grandeur as forcibly reminds one of the words of Juan? Ingelow, which could only have been conceived under such inspirational circumstances :--

And far against day's golden death?

She moved where Lind? Wanderth?

Mt son's fair wife Elizabeth.

Leading one to inquire if the death of day be golden, what reason is there that the close of one's life should not be radiant?, and why should not one feel that although clouds and darkness ? been scenes in one's life with which they have not been unfamiliar, yet assuredly one may realize that "at evening time it shall be light" at Blanc Sablon on the Labrador. I saw more fish on the flakes than I had seen in Newfoundland. One concern, I was told, had at its various stations 17,000 quintals. Here? We met Capt. Blandford, who sails the sealer, the Victory. He is the ? of the Hon. Ed. White, to whom we will have occasion to refer in connection with the seal fishery. Capt. Blandford was most? Kind. Here we saw the process through which the cod passes from the boat to the flake.

It may be interesting to give from Harvey the process of curing : "When the fisherman's boat, laden with the day's catch, reaches his 'stage' (a rough covered platform projecting over the water and supported on poles), the fish are flung from the boat to the floor of the stage with a 'pew' (an instrument resembling a small pitchfork). The cod is then seized by the 'cut-throat,' who with a sharp-pointed knife severs the attachment between the gill entering? And the body with one stroke and inserting the knife in the opening then makes? Slits the abdomen to the vent, makes a cut on either side of the skull, and passes it to the header. He first extracts the liver, which is dropped into a vessel by his shin?. To be converted into codliver oil.

"He then wrenches off the head, ? the vi?, which are thrown into a ?, which, with the head, are prepared for the farmer, who, mixing them with bog and earth, forms a fertilizing manure.

"The tongues and sounds or air-? Are also taken out, and when pickled make an excellent article of food.

"The fish now passes to the 'splitter,' who places it on its back, and holding it open with his left hand takes a splitting-knife in his right and cuts along the left side of the backbone to the tail. The fish now lies open on the table, and with a sharp stroke of his knife the 'splitter' severs the backbone at a short distance from the extremity and catching the end thus freed lifts it slowly and following along its side with his knife

quickly cuts it from the body. The fisherman takes hold of the fish, and having carefully washed away every particle of blood, he salts it in piles on the floor of the fish-house. After remaining the proper length of time in salt it is taken from the heap, washed and carried to the 'flake,' where it is spread out to dry."

The cod-fishing of Newfoundland is the general staple industry, all the other industries, viz., that of the seal, salmon, herring, etc., amounting in the aggregate in value to but one-fifth of the whole. The returns for the year ending 1881 give the total exports, including copper, as being \$7,648,574, while the total exports of the cod-fishing alone were \$5,542,635, and for local consumption \$864,000, making \$6,406,635. Her cod-fisheries are the most extensive the world has ever seen. The bank-fishing is now chiefly prosecuted by the French, Americans and the Newfoundlanders. The aggregate annual catch by the three nationalities in the North American waters is estimated at 3,700,000 quintals. The number of fish needed to make up this amount of dried fish would reach 150,000,000, and the value at \$4 per quintal would be \$14,800,000.

The Great Banks, 600 miles in length and 200 miles in breadth, have been fished for 3 ½ centuries without showing any sign of a falling off. The enormous fecundity of the cod forbids the idea of exhaustion, and the quantities taken by man are infinitesimal. When compared with the destruction caused by their natural enemies. It is difficult to see why the Newfoundland fisheries shall ever fall into a state of depletion when other British waters with far greater drafts are as prolific as ever.

The French returns give the value of their Newfoundland fisheries for 1871 as 10,500,000 francs, while a writer in *The Revue des Deux Mondes* for November, 1871, states that these fisheries bring in some 15 to 20 million francs to French commerce and employ 9,000 sailors.

As the French Government gives a bounty equivalent to two dollars per quintal, it will readily be seen how greatly this militates against our own fishermen, and what an amazing advantage this is to the French trader in the markets of the world. It is one of those questions with which we could not meddle, and is consequently one of those problems which at present, at least, it appears difficult to solve.

J.M. (to be continued)

In Thursday's *GLOBE* the sentence, "About 150 men are at present employed in the Works at Little Bay," should have been "About 700 men are employed in the Works at Little Bay and about 150 men in the Tilt Cove mine."

Globe, August 27, 1888, p. 5, c. 1-2

Newfoundland & Labrador

From Toronto to the oldest British Colony

[Cod] fish ?--The seal fisheries--The [prodigious slaughter] of the animals--Sealing anecdotes--Sunday sealing

by Hon. John Macdonald (continued from Saturday's Globe)

At Blanc Sablon I saw the process by which the cod liver oil is prepared. I was struck with the cleanliness of the process, with the purity and clearness of the oil, resembling amber in color and quite as free from odor. I tasted it and found it was not only not difficult to take, but was something which one could get to like, and which must be most nutritious. Oil of this quality, I was informed, was worth £30 per ton, seal oil / and finer qualities £22.

Next in importance to the cod-fishing is [that] of the seal. The seal like the cod is [erratic] in its movements, and the fact that the seals strike in one place one year is no [evidence] that they will strike in the same place next year. Seven years ago they struck La Conche, where they were taken in great numbers. Last year they struck ? Exploits. The sealers would leave at midnight, traveling twelve miles on the ice, ? bringing their tows with them, ? many thousands were taken. This year they struck at White Bay, near Horse Islands, in such numbers that Capt. Blandford, of the famous steamer [Neptune?], with 255 men killed 25,000 in one day, and in eight days had taken 42, 250. In order to store these they had to throw overboard on the ice 400 tons of coal and ? was ballast. This catch of 25,000 in one day is the largest number on record in the history of the seal fishery. Nothing, it [is said], could have been more exciting in the ? days than to have seen from 600 to 800 sealing? vessels leave for the sealing, having on board thousands of men. This is now all ?. The trade is carried on by ?, which have an immense advantage over the old sailing craft (can indeed make two passages instead of one), which fat has [been] operating so disastrously that upon the second voyage they have been destroying the old seals upon which the hope of the trade depends, and it has been found necessary to compel the return of these vessels within a period which will secure the old seals from extirpation. Many are the stories told of the seal fishery. Two at least will not wearisome to your readers.

#### SEAL FISHING STORIES

The first is of the Hon. Ed. White, in his day the champion seal-fisher of the Island, who, however strong the temptation, never allowed his men to catch a seal on Sunday. When a lad his diligence attracted the attention of a sealer, who said to him:-- "Ned, if you would like to go to the seal fishing with me next season I will give you a berth." Let it be remembered that the great ambition of the young Newfoundlander is a secure a "berth on the ?."

The young lad gladly accepted the offer. Once among the seals he wrought diligently. The other hands, sitting down and ? behind the ice, did but little. The catch which young White brought to the vessel was remarkable. The captain called the hands and said:--"Now, boys, I have kept tally, I know what you have done, and if you had all wrought as Ned White had wrought my vessel would have been full," and then in their

presence he said to him, "Ned, I will give you a vessel for yourself next season." This ought to have convinced them that diligence will bring its own reward. He gave him the command of a ship and the result justified his action. He went on steadily until he became the most successful and the most renowned of all Newfoundland sealers. He became the pioneer in the use of the harpoon, partly invented and sailed the *Neptune*, which, during the present year, had had such [marvelous] success.

It is told of him that upon one Sunday the seals were about his ship in myriads; the men pressed him sore to let them work; not a man would he allow to leave the ship. A vessel hove in sight, and finding that it was White and knowing that he would not kill on Sunday, the men of this ship were speedily at work, beginning close up to White's vessel and working from it, so as to increase his distance when he did begin. Trying this must have been to his men, each of whom had a direct interest in the catch, but it made no apparent difference with him. Immediately after midnight he gave the word, "Now boys!" Instantly every man was on the ice, beginning where the others had left off, and working towards their ship, and in the morning were amazed to the immense area covered with the seals which White's men had killed and panned (that is out together in heaps), with their flag flying over each, having secured vastly more than those who had supposed they had obtained an advantage over him. Is it any wonder that such a man should have found his way to the highest positions in the Colony; should have been prosperous, respected and beloved; should have brought up his family in a manner to reflect credit upon him as a parent, and should have left behind him a fragrant memory? That a commentary upon the promise, "Them that honor me I will honor." The secret of his success was "the fidelity [to] his service." The greatest compliment that could have been paid him was that paid by the Captain, who said, "Boys, if you had all worked like Ned White my ship would have been full." [Thus?] volumes might be written about [him?] The secret is all contained in this [one] simple injunction—Be a faithful servant, for most assuredly will fidelity ring its own reward. I had the pleasure of meeting a son and a daughter of this truly worthy man and could not help looking upon them as "the seed of the righteous."

#### THE OTHER STORY

Is a very different one, although quite as interesting in its way. In a terrible storm the ice had shoved a sealer upon a rock and literally tore away the bottom of the vessel. The crew, with the [exception] of one man, Solomon French, [perished]. He was cast upon a desolate [island] near Battle Harbor, without food or any of clothing, and with the waves washing over him. He cut the lower part of the harpoon his oil-skin jacket and made it do for a hat on his head. Seeing nothing but the [prospect] of death before him, and that very [soon?], he sang the well-known lines:--

Though waves and storms go o'er my head,  
Though health and strength and friends be gone  
Though joys be withered all and dead  
And every comfort be withdrawn  
Yet this my steadfast hope relies  
On Thy mercy never dies!

Just then the master of a vessel, sweeping the horizon with his glass, caught sight of this strange-looking object with the oilskin on its head and said to one of his men:--"I see an old seal on that island; away and get it." Away the man went and there found and brought back Solomon French, who is alive and respected [to] day. Surely never were

any words of [any] hymn more wonderfully significant not only in the certainty of deliverance, but from the very form of death to which they referred and which seemed inevitable. I was much anxious that my informant, the Rev. Geo. Boyd, should take me to Solomon that I might have the great pleasure of shaking hands with him, but found that he was at another part of the Island. How full the Island is of its ? of the sealing. How many homes have lost their bread-winners in this trade! How many the widows and how many the orphans! How many brave, manly young fellows, the hope of the family, the staff of the old people, have left home never to return, have found their resting place in the deep, there to sleep till the sea shall give up its dead ; and how appropriate, therefore, and how beautiful the prayer of the Church of England, offered up at every service for “the preservation and safety of all sailors and fishermen of this country.” The Rev. Mr. Weary, an Anglican clergyman at Green’s Pond, told me that every Sunday they sing the hymn for those at sea,

Eternal Father, strong to save.

The cod fishery has been prosecuted for 380 years ; the seal fishery is not more than 80 years old. In 1807 there were not more than 50 vessels from all the ports in the Island engaged in the trade ; in 1857 there were nearly 400 vessels of from 80 to 200 tons burden, their united crews numbering 13,600, the total catch of seals that year being close on half a million, worth \$1,700,00. The catch in 1844 was 685,530, the largest number ever taken in one year. The average annual value at present of the seal fishery is about \$1,100,000, being about an eighth part of the entire exports, the number of men employed being from 8,000 to 10,000.

The maternal instinct in the female seal is peculiarly strong. The young seals are cradled on the ice. The mothers remain in the neighborhood, going off each morning to fish and returning at intervals to give them suck. The old seals manage to keep holes in the ice open, and to prevent them from freezing over so that they may reach the water. On returning from a fishing excursion each mother seal manages to find the hole by which she took her departure, although the ice in the meantime may have shifted from ten to twenty miles, and to pick out her own cub from the thousands around her, which she at once proceeds to fondle and to suckle.

I heard a planter say, “We don’t get half the number of seals that we used to get and we do not get half as much for them.” This may to some extent be true, as far as the catch by the sealing vessels is concerned, and the question might appropriately be asked, “Have not the steamers something to do with this?” And as to the profit a compared with former years, the reason why this is lessened seems obvious—the competition of other oils, which has to be faced, notably of cotton seed oil and of petroleum. In this respect the Newfoundlander is really no worse off than are those in other countries, whatever the natural products of such countries may be. The cry to-day everywhere is “nothing can be made with the excessive competition. There is no profit in anything.” And this to some extent is true. The problem, however, is in process of solution ; it will take time to bring out the result, but brought out it will assuredly be, and while the inefficient, the improvident and the reckless will go under, there will be as the result of the crucial process the survival of the fittest.

J.M.

\*White Bay, the place where this prodigious slaughter of seals took place will be found on the north coast on the map given herewith.

(to be continued)

[This article includes a map of the Island of Newfoundland with the following text underneath:]

#### The Island of Newfoundland

Newfoundland has a total area of about 42,000 square miles. Its greatest length, from Cape Ray to Cape Norman, is 317 miles; its greatest breadth, from Cape Spear to Cape Anguille, 316 miles. Its coast is broken by so many deep bays that though the circumference of the Island, measuring from headland to headland, is about 1,000 miles, the actual length of the coast line is more than twice as great. The principal mountain chain, the Long Range, extends along the western side of the Island for nearly its entire length and has peaks more than 2,000 feet high; nearer the coast is the Cape Anguille range, which rises to a height of 1,200 feet or upward. The largest river is the Exploits, 200 miles long, with a drainage area of between 3,000 and 4,000 square miles. The other large rivers are the Humber and the Gander. A remarkable feature of the interior is the immense number of small lakes, covering nearly a third of the whole surface. The largest of these is Grand Lake, 56 miles in length, and containing an island 22 miles long and 5 broad. St. Mary's Bay is 25 miles wide at the mouth and 35 miles long, with two arms which stretch still further into the interior. Placentia Bay is 55 miles wide and 90 miles in length, and Fortune Bay 25 miles wide and 70 miles long. Conception Bay, however, is the most populous and commercially important. St. John's, the Capital of the Island, is 1,640 miles from Valentia, on the coast of Ireland, and a thousand miles nearer England than New York.



Note: Most of the article on the microfilm copy was illegible so there is no transcription of column one. Searching continues for a more legible copy.

Globe, August 28, 1888 p. 5, c. 1-2

Newfoundland & Labrador

from Toronto to the oldest British colony

[Lance au Loop]--Labrador desolation--[Battle Harbour]--Missionary efforts of the Presbyterian Church in ?-- A community ? doctors

by Hon. John Macdonald

(continued from yesterday's Globe)

? Lance au Loop, at which we called

learnt that he had visited over 400 families and had met with much poverty and destitution, in some places a state of things bordering on starvation.

I commend his work as one worthy the support of all who wish to alleviate the sufferings of their fellow-creatures, of all who are desirous of making known to others the blessings of the Gospel of the Son of God.

The fact that the agency has its headquarters in Nova Scotia is one which ought not to make it less, a cause of rejoicing to us that it is doing so good a work, or make it less an object of delight to us to aid them in doing it. I was glad also to find a young missionary in connection with the Presbyterian Church of Canada, Rev. Mr. Kenzie, laboring on the coast, sustained by the students of the Theological Hall, Halifax. I had heard of both him and Mr. Fraser before I had seen them, and was glad to find in them earnest and enthusiastic workers in the cause to which they had devoted themselves.

My daughter took a stroll over the hills and came upon a poor family who, after taking in their herring net, had found in it a small shark, which had done such damage to the net as not a week's labor would enable them to repair. She also met a Mrs. Kane, who came to Battle Harbor every year from St. John's, bringing her servants with her. She had every comfort, said she came there every year, and had done so for eleven years, and greatly preferred it to Albany, Boston or New York, with which places she was familiar. The only church at Battle Harbor

is one belonging to the Church of England. As we had two clergymen on board the flag was run up to the masthead, then half-mast, then lowered, showing that service had commenced. Several of our party went ashore, and although our Anglican clergymen were high, as I think all the clergy in the Island are, yet I personally (and I have no doubt others did also) enjoyed the service, a very plain and practical sermon being preached from the words, "Many are called but few are chosen." In the evening, on board the Conscript, with the two icebergs girded by the harbor, with the waves dashing against the rock-bound coast, our party, consisting of five Anglicans, two Presbyterians, and three Methodists, sang:--"Almighty Father strong to save," "Abide with me," "At even when the sun was set," and many other hymns. Never did these hymns appear more full of meaning; never did they appear more appropriate to the circumstances under which they were sung or to those engaged in the service; never did the veil which divides those of

one denomination from another appear so faint, for it was invisible. All were one. Alas that it should not always be so!

As there are no physicians along the coast the people who stand in need of medical advice or medicines either go on board such of her Majesty's vessels as may be stationed here or the medical officer visits them on shore. Very kind indeed and considerate are the officers of the men-of-war said to be in all such cases.

In addition the government send regularly a medical man in the steamer going north as far as the Moravian settlement, to give attention to all cases requiring medical treatment. J.M.

(to be continued)

Globe, August 29, 1888, p.5, c. 1

Newfoundland & Labrador

From Toronto to the oldest British Colony

Traits of the fishermen--Flowers among the snow--The Arctic current and the cod fish--  
[Prolificence?] of the Arctic seas

By Hon. John Macdonald (continued from yesterday's Globe)

A very great deal of ignorance prevails among members of the fishermen, many of them being unable to read or write, but the extension of the school system bespeaks a better day at least for the rising generation, and the fact that at the first three or four ports at which we called on the Labrador our mail clerk took in 1,000 letters, shows that there is some advancement in this direction.

In the churchyard at Battle Harbor, to show that some advancement is being made, however slight, I read on a headboard as inscription, which I copied. It was as follows.—

Sarah [Combe] did the fourth of August [Hage 31] 1881

which I take it, being interpreted, means, Sarah Combe died the fourth of August, age 31 years, 1881.

Not quite so advanced, however, was a poor fellow as to be able to write even in the imperfect manner of the above inscription, whom I found in want at Battle Harbor. He stated that if he could not get to St. John's, "Dey might as well get de boards for him." Upon learning what this meant I found it was his [coffin]. I told him I would pay his passage to St. John's, but feeling anxious to know his name, as possibly I might learn something of him subsequently, he pronounced it so indistinctly that I asked him to spell it. This, however, he was unable to do, and I [found] this was characteristic of many of his countrymen.

No one could imagine in sailing by the [sterile] coast, where no verdure was apparent and where, judging from the snow which refused to leave the gulches, none could be found, that there

#### THE LOVELIEST WILD FLOWERS

could be seen lifting their modest heads, displaying their beauty and diffusing their fragrance amid so much sterility, and over [which?] came the breezes from many icebergs. Yet so it was. There was the iris and there the [harebell?] in great profusion, as was [also] the blossom of the bake-apple, and other flowers not familiar among our own wild flowers—delicate as those gathered in our conservatories.

Our captain and our mail clerk each gathered and arranged a bouquet, presenting a wealth of beauty and [fragrant?] with lovely ferns, and which they gave to my daughter. Had any one been told they were gathered on Labrador coast it would have appeared [incredible]. I was not prepared for it, I must confess, and yet when we consider how profusely God scatters His gifts in every place, we are instinctively reminded of the beautiful words of the Psalmist, "O Lord, how manifold are thy works ! in wisdom hast thou made them all; the earth is full of thy riches."

I never cared for Gray's words which speak of a "flower wasting its sweetness on the desert air," for I do think we can with any propriety conceive of God calling anything into life in order that it may be wasted, nor does the license allowable under certain cases to the poet make this any more intelligible.

We can conceive, it is quite true, of sentient beings wasting their time, their talents, their opportunities, and by their own willful acts defeating God's gracious promises to them, but in the humbler forms of life, where thought and action is impossible, the blossoming of the tiniest flower is not [unobserved], nor is its fragrance wasted; and if no eye sees it but that of Him who gave it life, it lives its day, it fulfils its [mission] and by its powers of reproduction [continues?] from age to age to "make glad the wilderness and the solitary place, and to [cause] the desert to rejoice and blossom as the rose."

#### SO RICH IS NATURE

in all her [compensating] qualities that what appears to be a sterile coast, offering no [inducement] to the agriculturist, and being at the same time the dread of the mariner -- that what appears to be a sea coast covered with icebergs and therefore full of danger-- that these very conditions which at first sight appear so unpromising are evidences of a wealth which, though not observable on the land, are indicative of riches in the ocean which are simply inexhaustible, and while nature here has denied waving fields of golden grain she has nevertheless given not only to those who dwell on these shores, but to the thousands of those who in the plying of the trade visit them, treasures of the deep more valuable because more inexhaustible than the richest gold fields the world has ever seen. To quote from Harvey's excellent book:--

"The Arctic current which washes the [coast] of Labrador, Newfoundland, Canada and part of the United States, chilling the [atmosphere]?, bearing on its bosom huge ice ?, is the source of the vast fish wealth which has been drawn on for ages and which [promises] to continue for ages to come ; ? this 'cold river in the ocean, [the cod], seals, herrings, mackerel, halibut, [hake], etc., which ever crowd the Northern ? would be entirely absent." The great fishing interests are thus as dependent upon the Arctic current as the farming interests on the rain and sunshine which ripens the crops. The Arctic seas swarm with minute forms [of life]. Professor Hind says :--

"In many places a living mass, a vast ? of living slime, and the all-prevading ? which exists there affords the true solution of the problem which has so often [presented?] itself to those engaged in the [fisheries]—where the food comes from which [gives substance] to the countless millions of fish which swarm on the coast of Labrador, the Dominion and the United States waters, or [wherever] the Arctic current exerts an active [influence].

In the Arctic seas the waters are characterized by a variety of colors, and it is found [that?] if a fine insect be towed after a [ship] it becomes covered with a film of green ? water, and with a film of brown in ? water. These films are of organic ?. It is, says Hind, "a living slime, [and] where it abounds there are also to be [found] swarms of minute crustaceans which [feed] on the slime, and in their turn become a food of larger animals."

Dr. Brown has shown that the presence of the slime extends over a hundred thousand [square] miles, provides food for myriads of ? that frequent the Arctic seas in summer, and also furnishes substance to the [larger]? marine animals up to the giant

whales. “Then the great battalions of icebergs [carry] with them, the slime food on which [minute] crustaceans live. These in their [turn?] furnish food for the herring which [swarm on] the Great Banks where this food, [is so] abundant, and the herring with multitudes of other [forms] is devoured by the [cod].

J.M. (to be continued)

Globe August 30, 1888, p. 5, c. 1-2

Newfoundland & Labrador

From Toronto to the oldest British colony

The return journey to St. John's from the Labrador coast—The fishing catch of the season compared with former seasons

By Hon. John Macdonald

(Continued from yesterday's Globe)

We had now but to make our connection with the Curlew from the North, take her mails, and give her those which we had brought her and return. Fully forty-eight hours had passed and, no sign of her appearing, our whistle was blown, our anchor weighed and we began our homeward journey.

As we left Battle Harbor we saw during the day some fifty more icebergs. While we were looking at a very large one suddenly we saw a great portion of it slide into the sea, the body of ice being so great as to cause the water to dash up to a height of thirty or forty feet, and then in quick succession tons and tons followed with the same result. At length the heavier end of the iceberg began to sink, and for a moment we felt as though it was going to disappear, but it rose again and the whole mass sailed on as before. It was a sight which one rarely sees. It looked as if the Great Eastern, immensely enlarged, was slowly sinking by the stern, and, as her deck reached the water, rose in the same measured way in which she had descended, producing an effect vastly [finer] than if she had disappeared altogether. We did not call at the ports in the straits at which we touched on the upward journey, but sailed directly past Cape Bauld, making one of our first stopping places at St. Anthony. Here Mr. Moore is the [man] of the place, widely and deservedly ?. We had the most enjoyable [weather] on our return, as indeed we had throughout our entire trip, but upon our return everything was more familiar, [even] to the faces, as we touched the various landing places. Kind friends were waiting at various places to entertain us, renewing the hospitality which we had so recently experienced. In this I cannot refrain from mentioning the names of Rev. Mr. Abraham? and his wife, at Little Bay, and of Rev. Mr. Duffield and his wife at Green's Pond. At each of the ports we took on passengers, so that when we reached St. John's our list of passengers was nearly as [large] as when we left.

We had not long left Battle Harbor when the Curlew arrived, and as her instructions were to follow us to Twillingate, where we would wait for her up to a given point, she followed us, and as we had to visit all the bays and she had but to proceed in a straight ? from Battle Harbor to Twillingate, we [learnt?] when we reached Tilt Cove that she had been to Twillingate, taken her mails and left ours and gone upon her return trip. When we reached St. John's

We had been twelve days on board the Conscript, during which time we had had nothing but the most charming weather. We had visited almost every place of interest on the East coast, had come in contact with every class of the people, had witnessed in almost every stage the great industry of the country, had beheld its bold coast line, its splendid harbors, had felt the influence its invigorating air, and as we stepped ashore had felt that another

chapter had been added to life, not certainly one of the least important, and that pictures had been imprinted on the mind such as time would never be able to efface.

I was very anxious to obtain the best information possible during my limited stay in the Island as to the condition of the fishing interest, not only so far as it related to the present season, but as to how it compared with former seasons—whether, in a word, it possessed the elements of development or whether it exhibited signs of exhaustion. In relation to the catch for the present year, I spoke freely to many persons of every class—as freely as I could without [boring them]—to merchants and planters, to clergymen and fishermen; to fishermen in their boats, with all their appliances about them; to fishermen on the landings, on the steamer, in their houses and on the streets; to some who used the line, to others who tend the trap and the net. I did this along the entire coast from St. John's to and on the Labrador, and if the information which I obtained was not reliable, it certainly could not be for lack of questions or for lack of effort to reach a conclusion which would lead one to pronounce something like a fair opinion of the catch of the season.

From one merchant, for example, I would learn that the catch was not equal to last year, but that upon the whole he expected the season would be a fair average.

From a trader, that the shore fishing had entirely failed and that men now went in their boats as far north as Cape Chidley.

The twelve fishermen who came on board our steamer at La Conche all reported a poor catch.

From others the catch for the season was reported as a quintal and a half.

At Bonavista a clergyman stated that in one day three men had caught fifteen quintals. I mentioned this to many fishermen who had doleful stories to tell, and they were greatly surprised.

The catch of a boat at Labrador used to be, for a crew of three men, two hundred quintals for the season, but lately the boat had not averaged more than twenty-five quintals.

The men told me that for the last ten years fishing had not averaged more than [six?] quintals to a man. At three dollars and a half per quintal one [can?] easily see how far this would go to support a wife and family. Another said the prospect between Cape Charles and Blanc Sablon was very dark; that the men with seines and traps did very well, but that the men with hook and line did not average more than a quintal and a half, or what for the season would realize four dollars and a half, and that sometimes they came home with a “clean boat”—that is without fish—and that after being out from early morning, say from half-past two, until late in the following evening. I have spoken of men having in some places done well with the seine and trap, but it must be remembered that a seine with all its appliances is worth at least one hundred [pounds?], and what poor fisherman could afford this?

Very often on asking, “How is the fishing,” I received for reply, “Dare ain't no fishing.”

From another I received the reply:--“Me and my mate jigged between four and five quintals in one day.”

Another said:--“Me and my little boy (a little midge who did not look more than ten or twelve years old) jigged a quintal and three-quarters yesterday, an he (alluding to the little fellow) jigged about half of 'em.”

I heard a man at a service at Red Bay tell of his unshaken confidence in God's goodness, whose minister told me at the close of the service that all the man possessed of which he could [dispose] for the support of himself and his family was two quintals of fish, worth at most six dollars; yet no utterance [or look?] ? any other feeling than that of thankfulness.

Another said the fishing for 1886 was very [bad] and is said to be the worst which has been experienced for fifteen years. That for 1887 was also very bad. The season for 1888 is better. [Assuredly] along the Labrador coast I could not find among the hook and line ? any evidence at a greater [average per man] for the season than from [one and a half to two quintals]. The reports, however, from the north were more favorable, while many on the Banks were said to have done very well. Looking at the other side, Mr. Whitelaw, of Messrs. Job Bros., at Bon Esperance, had in a very short time filled his ship, containing 4,000 quintals, while Captain Blandford stated that he would have 500 quintals more than last year. The most extraordinary reply I received to my inquiry about the fishing was at Grequet [sic], and it was this:--"Very good; 300 per cent. better than last year. Last year a trap averaged 20 quintals, this year 170. Myself and my three boys made in one week 140 pounds." The speaker was a Mr. Crocker. This, he stated, was the report for 60 or 70 miles each way. All these statements, favorable and discouraging, it will be remembered, referred to one-half of the season only, although that was undoubtedly the best half. In addition there was what might be realized from the herring fishing. Herring, I was told at St. Anthony, had never been so plentiful there as this season, nor ever were they of a finer quality. From what I had been able to gather from various sources I concluded that the Fishing seasons of the Newfoundland and the Labrador, like our own Canadian harvests, were subject to many vicissitudes; that Newfoundland fishermen as well as Canadian farmers understood what was meant by grumbling and that both were united in regarding the "former days as being better." That like the farming interest it did not by any means follow that the result which might be satisfactory in one locality one year would be equally satisfactory in the same locality the next, but that upon the whole the matter might be summed up thus as the result of the present season, as far as it had gone:--The shore fishing as a rule would be bad; on some portions of the Labrador very bad. The Bank fishing would be an average. Good reports were reaching merchants from that portion of the Labrador further north than I had visited, while in some portions of the coast the result would be exceptionally good. Suffering, I am persuaded, on some portions of the Labrador must be experienced during the coming winter by reason of the almost total failure of the catch.

J.M. (to be continued.)

Globe August 31, 1888, p. 5, c. 1-2

Newfoundland & Labrador

From Toronto to the oldest British Colony.

Why do the fisheries [decline?]-The trap [responsible ?]—The fisherman, his character and characteristics—the hardest-working man the writer knows

By Hon. John Macdonald

(continued from yesterday's Globe)

Are there any agencies at work which [tend] to make the fisheries unproductive?

Is there any fear of their exhaustion?

These are grave questions.

One thing is clear, the supply of fish food is simply inexhaustible. It is especially clear that the fecundity of the cod is phenomenal.

And yet many methods of taking the fish and wrong periods of fishing may be destructive to this important industry.

It is claimed by some that the use of the trap has been most hurtful. There must be some force in the statement, for it is to be prohibited. It is claimed by others that the offal of the fish, which is thrown into the ocean, is also injurious. About this, however, there are differences of opinion. One thing is clear, boat loads of fish are being taken so small as to resemble herrings in size—not one large fish being among the number. Two boat loads of such fish I myself saw at Battle Harbor. The answer I got upon asking the reason, being that the shore fish are very much smaller than those on the Banks, did not to my mind, appear at all satisfactory. The question is one full of interest and can, doubtless, be answered by those who have made the matter their special study.

I was also most anxious to learn something of the Character and condition of the fishermen.

Here, again, there were various opinions. There is a class who describe the Newfoundland fishermen as the most improvident? of men; as a man who, if he has a good [season], will spend all he makes; yet who, if he has a bad one, will expect the Government to support him; and who, as a ?, lays nothing by and is always [poor]. There is still another class who [blame] the supply system more than they blame the men, as it is said the [natural] result of the system is to destroy self-reliance and to superin? Indifference, if not dishonesty.

They put the case thus:--A fisherman goes to the merchant for such supplies as he needs for his own use while engaged in [sealing] and for his family while absent. The great risk which the merchant is said to [run] with such customers necessitates enormous profits. If the sealing turns out profitably the sealer pays his bill; if unprofitably he pays nothing. He comes to the merchant again when the fishing season begins for further supplies, which the merchant, having already made advances, is often compelled to give. Should the fishing season become disastrous, the fisherman is hopelessly involved, too often, it is stated, with the loss of every noble and manly feeling.

The question is a very large one, one which cannot be discussed in a letter of this kind and yet a question upon the right situation of which so very much of the permanent prosperity of the Island depends. When the day comes when the Newfoundlanders can

purchase his supplies from the merchant for cash, when the merchant realizes that his profits, if not so large on paper as formerly, are greater in reality, a better and a brighter day will dawn upon the Colony, and a system fraught only with the worst influences to all concerned will be swept away let us hope forever.

My own opinion (necessarily hastily formed) as already expressed, led me to regard the fishermen of Newfoundland as [earning] his daily bread under circumstances of greater labor, hardship and toil than any class of men of whom I know anything. I have seen in many parts of the coast and on the Labrador clusters of boats, say not less than twenty anchored miles from shore, that is keeping their little boats in constant motion, they themselves thinly clad, poorly fed, their arms in constant motion with the jigger, toiling all day and most of the night and, in many cases, literally catching nothing, and yet uncomplaining. I have seen scores of them with garments so patched that I found it impossible to tell which was the original material, and yet they had no long tale of privation to tell nor did they appeal for assistance.

Whatever change might take place in my views upon a closer intimacy with them, other than that which a visitor hastily passing through their country experiences, I could not help especially contrasting them with the hundreds of appeals made by tramps in our country, every one of whom is immeasurably better off than are they. I could not help looking at them with an admiration which led me to feel that their unremitting labors merited better results. They are very modest in their expectations.

At Battle Harbour, in conversation with a really well-to-do looking man, speaking to him of his season's catch, his minister said to him: "I suppose you would be satisfied with fifty quintals for the season?"

"Oh," he said, "I could do well with thirty, and den dare is de herrings, twenty barrels. And den I gets nine pounds from de merchant's room"—that is from the warehouse, called "room," on the Labrador.

This man then would have been perfectly [?] with thirty quintals of cod,

|                            |       |
|----------------------------|-------|
| ?                          | \$90  |
| Twenty barrels of herring  | 60    |
| For services from merchant | 36    |
| Total                      | \$186 |

[For] his family of five, and yet as a matter of fact his catch for the [season] had not been more than two [?] or what would be equal to [?]. And yet no class of people [delight?] more in the support of the ministry of the word, or that it may fittingly be said of [them?] as of the Corinthian Church:--

[How] that in a great trial of affliction the abundance of their joy and their deep [?] abounded unto the riches of their [liberality].

In no part of the world do churches more [?] In proportion to the population than in Newfoundland, some of them very large, and these built and maintained by [the liberality] of this poor hard-working people. [?] parsonages also are connected with [most of the] churches also were erected by their liberality. Their homes.

But what of their own houses? These I [regret] to say, as a rule are very poor. They [?] what the cottages of the fisherman of Newfoundland were one hundred years ago and are almost (unless some very radical change takes place, and that soon) what

they will be for one hundred years to come. When I heard of the fabulous sums which have been made in the Newfoundland trade in days gone by—of the estates which had been purchased in the old world as the [result?] of the profit of this trade—when I thought of this and realized that the men who had made the wealth, the poor fisherman, had not been benefited had not been elevated, had not had their condition improved, I felt that there was something wrong somewhere; and it may be fairly concluded that there always [?] when it is seen that from any cause the [peasantry?] of any country, who constitute the [very foundation?] of a [nation's ] greatness, are unable to improve their [condition].

This is the state of things, existing in Newfoundland to-day, and it is one demanding the most earnest attention of the best [minds] of the Colony.

#### Agriculture of the Island

[Next] it may be asked why do the [Islanders?] not turn their attention to agriculture? Is it because the Colony is not an agricultural one? Or is it because the people are unsuited to agricultural pursuits?

There is abundance of evidence to show that the Island is possessed of great tracts of agricultural land, and of excellent quality, and that roots and cereals will yield excellent and remunerative crops, with large tracts rich with natural grapes. In the valleys of the three great rivers of the Island, the Exploits, the Humber and the Gander, the largest areas of fertile land are to be found.

The Codroy River, rising in the long range of mountains, flows through a valley said to contain the finest land in the Island.

Along the valleys, also opening out along the shores of St. George's Bay, are some of the finest and most desirable agricultural lands.

The year-book of 1884 gives the area under cultivation as 46,996 acres, the number of cows as 19,088, sheep 40,326, goats 7,934; the wheat and barley raised as not being more than 462 bushels; the oats 5,393; the crop of potatoes being 304,649 barrels; the hay cut 28,312 tons. The Island Hand-book for 1886 states that of the agricultural lands much is very fertile, the amount available being not less than 5,000,000 acres. The area of the valley of the Codroy alone is 56,862 acres. Speaking of this district the Surveyor-General, in his report thirty years ago, says:--

“It would be difficult to imagine a more beautiful or picturesque scene than the whole presents, and whether with reference to the soil around it, to its fisheries or to its geographical situations, forming, as it does, part of the northern head, and therefore commanding the entrance to the Gulf of St. Lawrence, a more desirable or important place for a settlement could scarcely be found.” J.M.

(to be continued)

Globe, September 1, p. 10, c. 1-2

Newfoundland & Labrador

From Toronto to the oldest British Colony

Agriculture of Newfoundland--A large area of rich land--Possibility of exporting live stock--The climate mild compared with Canada

By Hon. John Macdonald (continued from yesterday's Globe)

A Prince Edward Island farmer, who had a few years ago spent a winter in this valley, thus write:--"You may judge of the richness of these Codroy lands by the fact that at the homestead where I passed the winter, a farm of not more than fifteen acres of roughly cultivated land supported a stock of twenty head of cattle and thirty-five sheep wholly upon hay." Along the "intervals" I passed over rich fields where clover had been grown luxuriantly for more than thirty years without manure and with no signs of decay or loss to the soil. Even the neighboring uplands seem equally inexhaustible in fertility, giving no sign of wearing out, though they have been cropped year after year without manure since they were settled. Observing large and unsightly heaps of manure, which had been accumulating for thirty years as I was told, I asked one of the farmers why he did not turn the manure to account. He replied that their hay fields had no need of manure, and as for their potato lands, any manure on them would choke the potatoes with clover."

A traveller from Cape Breton, who visited the region a short time ago, thus writes of it:--

"We travelled about twenty four miles above this beautiful and romantic river. There is a range of good upland extending some [nine miles] above the settlement, then commences what is called the 'big interval'.

#### THE GREAT TRACT OF RICH LAND

I travelled for about fifteen miles on either side of the river, some places extending over a mile in width. The extent and appearance of this splendid interval struck me [so?] forcibly that I stopped to examine carefully the nature of the soil. I could see along the banks that the soil was exceedingly good and four feet in depth, while the grass, balsam and Balm of Gilead trees and tall alders gave proof of its surpassing fertility."

Of St. George's Bay Mr. Murray says:--"Tracts of considerable extent upon the coast and nearly all the valleys of the principal streams bear a soil of the most fertile description, which is even already shown by the few and rudely cultivated spots here and there, where the production in grass, green crops and even cereals are all first class, both in quantity and quality and this in a country where there is no evidence of the existence of a plough or harrow, or a wheeled vehicle of any kind whatever!"

The late Very Rev. Monsignor Sears who labored so long in this region, says of it:--"As the soil here is surpassingly productive especially in the growth of various grasses, I believe there is no country in our latitude to surpass it for grazing sheep or cattle. Wherever the trees are removed by fire, wind or other causes, a spontaneous growth of grass springs up. Meadows have given hay for the last nineteen years, the nineteenth crop being better than the first."

Gen. Nicois, from Nova Scotia, who for six years has been living on the banks of the Humber, says of it:--

“I consider the soil in the Humber valley superior to any I have ever seen in Nova Scotia. The climate is warmer and freer from frosts which would injure the plants. Since I have lived here I have had no crops of any kind injured by frosts. I consider the soil admirably adapted to raise cereals such as wheat, barley, oats and even buck wheat.”

Mr. C. Harvey, C.E., who had seen the crops of Mr. Nicois, says of them:--

“The luxuriant vegetation of his garden I never saw surpassed, except in Manitoba.”

#### OF THE VALLEY OF THE EXPLOITS,

Mr. Murray, in his report, says:--“The fertility of the soil at this part of the region is amply testified wherever cultivation has been attempted, producing roots, potatoes, grass and other crops of the finest description, while as a grazing or stock raising country it can hardly be surpassed.

“Of this great expanse of country a very large proportion, particularly, eastward from the main river, is of rich and fertile soil, as amply testified by its indigenous produce, which to a great extent, consists of pine and spruce of a superior size and description.

“With the almost unrivalled capabilities the country possesses for grass growing, breeding and rearing of stock can hardly fail to become one of the great future industries of the Province.”

The opinion of Sir John Harvey was to the effect that “In point of rich natural grasses no part of North America produces greater abundance. Newfoundland, in fact, appears to me to be calculated to become essentially a rich grazing country, and its varied agricultural resources appear only to require roads and settlements to force them into highly remunerative development.”

The joint committee of the Legislative Council and House of Assembly appointed to consider the question of constructing a railway in the Island, includes the following in their report:--

“The inquiry is further suggested whether this Colony should not become  
AN EXPORTER OF LIVE STOCK  
and we have little difficulty in affirming this position.”

“For grazing purposes we have large tracts that we believe cannot be surpassed in British North America and when we regard our proximity to England and the all important consideration of a short voyage for live stock, the advantage we possess in this are too manifest to be the subject of question or argument.”

From these various sources—from travellers, settlers, engineers, a former Governor of the Colony, a venerable prelate who had devoted much of his life for the improvement of his people, and from the joint committee of both Houses on railway construction—evidence is borne of the great fertility of the soil in certain districts of the Island, and of its great adaptability for the raising and grazing of cattle, and although it is difficult to suppose that information obtained from as many persons at different times, under different circumstances, none of whom had concert one with the other, each writing from a different standpoint, yet all agreeing as to the subject upon which they wrote, could be other than reliable ; yet, lest any objecter should say that such statements are too florid, there would remain after a sufficient pruning down of those statements to

meet the views of the most incredulous enough in the shorter voyage to Britain, and in the subsequent greatly diminished risk, to give to the stock raiser a decided advantage over every other stock raising location on this Continent. The question has been asked:-- But what about

#### THE WINTERING OF CATTLE

in such a climate? That is a question which I must leave others to answer.

One thing is clear, viz., that where nature bestows her wealth with the prodigal hand which the evidence furnished shows she has done here, in the large tracts of pasture lands found in the valleys of her great rivers, climate and other needed qualities as a rule are found, [so that] these natural advantages may be turned to the best account and in the case of Newfoundland it does not appear unreasonable to suppose that if cattle can be successfully raised in Calgary they ought at least to be as easily raised in the Island, but surely with an advantage of 3,000 miles or there about nearer Great Britain than Calgary, such an attempt would be well worth a trial.

Of the climate, Sir Richard Bonnycastle, who spent several years in the Island, says:--“The extremes of temperature in Newfoundland are trifling compared with those of Canada. There the thermometer falls as low as twenty seven degrees below zero, and even lower at times in winter, and rises to ninety in summer. Here the lowest temperature in winter scarcely exceeds zero or ten degrees below it, excepting upon rare occasions, and in the height of the summer does not exceed seventy-nine degrees. In the winter of 1840 ploughing was going on after Christmas. The Right Rev. Dr. Mulock, in one of his lectures, says regarding Newfoundland:--“We never have the thermometer down to zero unless once or twice in the year, and then only for a few hours and for a few degrees, three four, or perhaps, ten while we hear of the temperature of ten and twenty below zero in Canada and New Brunswick and this [dire?] destroying cold continuing for days, perhaps weeks.”

Mr. Murray, geological surveyor, says:--“In other respects the climate of Newfoundland is, as compared with the neighboring Continent, a moderately temperate one. The heat is far less intense on an average during the summer than in any part of Canada, and the extreme cold of winter is much less severe. The thermometer rarely indicates higher than seventy degrees Fahrenheit in the former or much below zero in the latter.”

J.M. (to be continued)

Note—The words “natural grapes” near the head of the second column in yesterdays’ letter should have been “natural grasses.”

Globe, September 3, p. 4, c. 4-5

Newfoundland & Labrador

From Toronto to the oldest British Colony

Liberal land laws now in force—The injurious policy of the past—Arbitrary actions of capitalists—Why settlement has been slow—The Hudson Bay policy repeated

By Hon. John Macdonald (continued from Saturday's Globe)

The law of the Island which regulates the sale or leasing of Crown lands for agricultural, lumbering or mining purposes is of the most liberal character. For example:--

The 15th section provides “ for the issue of licenses of occupation of Crown lands on payment of a fee of \$5 for each 160 acres, and for not more than 6,400 acres, subject to the condition that the licensee shall, within two years, settle upon the land, one family for each 160 acres, and for a period of five years cause to be cleared at least two acres per year for every 100 acres so licensed, and continue the same under cultivation, and continue the same families thereon or others in lieu thereof for a period of ten years from the expiration of the said five years, upon the performance of which condition the licensee shall be entitled to a grant in fee of the said land.”

While with a view of encouraging the clearing of land, by amended clause of the Agricultural Act it is enacted that “the Governor in Council shall pay to every person who shall clear and fully prepare for cultivation any of the lands in the Colony not heretofore cleared, and not being part of an agricultural district, under this Act a sum of \$12 per acre for every acre so cleared and prepared for cultivation, not exceeding five acres in all.”

But, why, it may fairly be asked, if the fertility of the soil in certain districts is so great, has not more been accomplished in its cultivation? Why are those lands not thickly settled with a thrifty and prosperous population? The answer is easily given, although it takes one back to the early history of the Island. The first comers were attracted by the inexhaustible wealth of the fisheries on the Great Banks,

The fishery proved to be very lucrative. Large sums were invested in it ; great fortunes were rapidly made, and gradually it fell into the hands of wealthy and powerful monopolies. It was their interest to retain the fisheries in their own hand, to keep the rest of the world in ignorance, to prevent the settlement of the Island, and as a consequence to compel the fishermen to return home, that is, to Great Britain, at the end of the fishing season, and thus to prevent colonists from taking up their abode in the Island. Their influence was such that they had no difficulty in persuading the British Government to enact laws prohibiting any one under heavy penalty from occupying and cultivating the land, even from erecting houses, except such as were necessary for the carrying on of the fisheries. The successive Governors were forbidden to make any grants of land, or to permit the erection of dwelling-houses, or to grant any privileges which might encourage persons to remain on the Island.

The policy of these monopolists was to discredit the country as a place for settlement. Their agents impressed the English people, as they did successive English

Governments, that the Island was hopelessly barren, and that its climate forbade any attempt at agriculture.

Those who visited the Island saw but the rocky margin, and never penetrated into the interior, and thus were easily impressed with the conviction that the whole country was similar to the narrow strip on the coast. So that it became an accepted fact that Newfoundland was a worthless and irreclaimable, a bleak and barren region, which never could become a home for civilized beings. What hope of the settlement of a country when a Governor in the carrying out of his instructions orders that the house erected by a certain Alexander Long without permission shall be torn down, and adds that in order to remove all doubt, "if in future any building should be erected except for the salting and curing of fish it must unavoidably be taken down and removed."

At the time when the policy of the British Government in promoting the settlement of Nova Scotia, New Brunswick and Canada consisted in offering large tracts of land free of charge, of advertising for settlers and paying their expenses, of providing means for their subsistence till the lands made returns, of lavishing millions of money in the construction of roads and canals, its policy towards Newfoundland was framed with a view of rendering its settlement impossible.

Not a road was constructed or even contemplated. No grant of land was given to any one of greater extent than for acres, that on lease only for terms of twenty or thirty years, and at a rental of from 2s, 6d. to 20s per acre, and yet despite these unfavorable conditions the number of applications for land was greater than could be met.

It does seem mysterious that England should have been so long in discovering her mistake, so tardy in repealing obnoxious laws which prohibited settlement and the cultivation of the soil. The battle was a long one and bitterly waged for more than 150 years, but the end came and right triumphed, although it is difficult to conceive that not more than 85 years have elapsed since it became lawful to erect a dwelling house and enclose and cultivate a portion of the land.

Add to this the difficulties growing out of the "French treaty rights."

for while by treaty with the French the British Government gave them "fishing privileges along the whole western, northern and a portion of the northeastern shores of the Island," although this privilege brought with it to them no territorial rights, yet the practical result was that the people of Newfoundland were excluded from nearly half the Island, and this by far the best fitted for agricultural pursuits.

It was to the sturdy settlers, who, despite all the efforts of the monopolists to keep the country closed to the outer world, penetrating into the interior, discovering its resources and determining to make it their home, bidding defiance to arbitrary and cruel laws and braving the harsh treatment they received, fought out the battle against the monopolists—the battle of freedom—and won. It is to these noble men that the country is indebted to-day for its freedom and for its liberty, but for them it would have continued to be unknown, save to those who were using it solely for the promotion of their own selfish purposes. So hard do old abuses die, so great is the power of the monopolist, so selfish are all his actions, that everything which comes in contact with his getting of [gain] must, if possible, be removed. That, viewing with alarm the growth of population as destructive to their interests, this powerful body as late as 1817 (the population being 70,000)

actually proposed the transportation of the people to Nova Scotia, New Brunswick or Canada.

Is it not the story of the Hudson Bay Company repeated in our own day? Was the policy of that company not one framed for the express purpose of keeping the world in utter ignorance of its marvelous resources? More, was it not the policy of that company, if not to tell lies, yet in every way to suppress the truth, to [describe] the country as a bleak and icy region [unfit] for human habitats ? and utterly / for agriculture. Have these misstatements not [only] made the more ? by a ? of ? that has attracted the attention of settlers throughout the world and by the gathering of a grain crop and the promise of another which, amid all the grain producing countries of the world, must be deemed phenomenal. Did the company not buy up and cause to be destroyed every copy of the book written by the late Sir Geo. Simpson, when a young officer in its service, because it told the truth? And was he not, when under examination by a select committee of the British House of Commons, under the influence of that company compelled to take back his own words, stating that they must have been written under the influence of a strong imagination, although his most glowing pictures of the possibilities of the country have in our day been far more than realized? And may we not confidently look for a future for Newfoundland, brighter far than even the most sanguine anticipate, when the full effects of that adverse system of wrongdoing, which was so long unhappily permitted to bear away, shall have passed away?

J.M. (to be continued)

Globe, September 4, 1888, p. 5, c. 1-2

Newfoundland & Labrador

From Toronto to the oldest British Colony

The ? obstacles to the progress of the colony—Terrible fire—The Newfoundlander not likely to [settle] the forests—The evil supply system

By Hon. John Macdonald (continued from yesterday's Globe)

Any one reading the history of Newfoundland will have little difficulty in realizing that never had any country so much to ? against from the hard and [grinding] policy of wealthy capitalists. Never had any country more to militate against its settlement and advancement than Newfoundland had in the anomalous relation which the French held and still holds in the Colony. These two causes combined—[indeed] either of them—would have effectively prevented the settlement of the country and led its people to look for [homes] in other lands under circumstances more favorable ; [but if] when we add to these the warring with the elements with which the people have had to contend ; their battles with fire and flood, the terrible ? through which they have been called to pass, the overwhelming losses which they have been called upon to [sustain] and when we consider the more than [heroic] manner in which these have been sustained—the noble courage with which those who had been [bereft] of their worldly goods began life anew—we must regard them as standing alone among all the descendants of the Anglo Saxon on this Continent, either? In the severity of the trials which they were called upon to endure or the magnanimous manner in which these were met and [surmounted]. Indeed, the consideration of this subject can only have the effect of stimulating our interest in and exciting our admiration for this remarkable people.

#### A TERRIBLE FIRE IN 1816

It left people without a home, and [destroyed] property amounting to \$500,000, a ? in that day to \$2,000,000 at the [present time]. On November 7<sup>th</sup> of the ? year another terrible fire, destroying property the extent of half a million pounds sterling, visited the city, and on the [21<sup>st</sup>] of the same month a [fire] destroyed a considerable part of the ? portion of the city spared by the former conflagrations and seemed to [completer the] misery of the inhabitants. Yet [grave as] such a succession of fires would [have been] in the case of any city, they were [unimportant] compared with the terrible visitation of 1846 which in a few hours laid three-fourths of the city in ruins, left 12,000 people homeless and destroyed property to the extent of one million pounds sterling. This mysteriously enough was followed in September by a storm of unexampled severity, which breaking over the Island, caused [an immense] destruction of shipping, houses, fishing stages and fishing flakes, fences and bridges, sweeping away in many instances the earnings of the fishermen during the previous season. Of what kind of stuff must people be made who could brave trials like this! The terrible visitation which swept Chicago and which arrested the attention and awakened the sympathy of the civilized world was, doubtless, a great calamity, but when all the circumstances are considered—the smallness of the population, the [demolating] fires which had previously marked the history of the place, the frequent failure of their fishing and seal industries, from which

chiefly they hoped to secure the means of repairing their losses—that of St. John’s must be regarded as infinitely greater, being indeed, we think without parallel on this Continent ; and yet the fact that the spirit of the people was unbroken tells more loudly than anything else could of the splendid inherent ? which they possess and of their ? and undying attachment to their Island home.

The great calamity of 1846 has so left its [mark] upon the history of the country that it is supposed any one must be familiar with its story, have nothing more common in the country than to hear it referred to, not as a fire, but simply as a date—one of those remarkable perils which has so much to do with the making or unmaking of a people.

“? ? of June, eighteen hundred and forty-six” as I have heard it called by people in the country, is a day which has indelibly left its impress upon the minds of the people, as had the Fourth of July upon the minds of the American people.

#### BUT WHAT OF THE NEWFOUNDLANDER?

Is he likely to become a settler upon the land to any great extent? I speak only as one who has but hastily visited the Island and ? a portion of it only. Yet my [unhesitating] answer to this question would be, I think not! My own judgement is that the land when brought into a state of cultivation is so to be brought by inviting the [best class] of agricultural immigrants and by the offering of the most liberal terms, in order that the very best class of settlers might be secured.

Apart from this I am of the opinion that if the statements as to the grazing capabilities of the Island be correct, then the day not distant when large tracts of such land will attract stock raisers, either individually with abundant capital or companies interested in ? growing and important concern with every prospect of advantageous results. I have said that I don’t think that the ? is to be subdued by the Newfoundlander. Whatever he is, and there is very much? To which he can readily turn his hand, he is before everything else a fisherman! This he inherits from a long line of ? He loves the sea ; it is his element. He takes to it very much like a duck, and about as early. We could see from our steamer little midges sculling boats with the greatest unconcern and, even with the rough waves around them, with as great a sense of safety as if sitting by their mother’s side. They take to the water instinctively and cou? Following it while they live. Not deterred are they by the simple story which the tombstones in every church yard throughout the Island tell, “Lost at sea.” [One], in looking at them, cannot but think of ? and the gentlemen who spoke with ? about his calling. The gentleman asked ? Jack, “Where did your father die?” ?? “And your grandfather?” “At [sea].” “Then are you not afraid of going to /” “No,” said Jack. “But, pray ??, “Where did your father die?” “In bed.” “And your grandfather?” “in bed.” “Then are you not afraid of going to bed?” And yet, although I have seen some of these young things sculling in the ? water, and been amazed at their apparent fearlessness, I was told that in all probability not one of them was able to swim.

It appears to me that the improvement in [the condition] of the fishermen must first come through an improvement in the fisheries, in the replenishment of the bays and the shore ? to very abundant but now so largely exhausted ; and this needed improvement must come to them in

#### THE ABANDONMENT OF THE SUPPLY SYSTEM

Which has been perhaps in every case destructive to his interests and not always helpful to the merchant himself ; must come to him, further, in his securing an increased consideration for his own labor, which has tended ? ? for so many such princely fortunes.

It can hardly be supposed that the evils of the credit system are as disastrous to-day as they were when the inhabitants of Fogo Island brought uner the ? of the Governor the fact that “Through the imposition of the merchants or by their agents in Fogo, by ?? exorbi ??? goods and provisions, they ?/ from year to yeat hold in debt, so as not ? to find fault, insuring that they might ?? at the approach of winter. That the said merchants arrogate to themselves a power not warranted by any law in selling to us every article of theirs at any price they think fit, and taking from your petitioners the produce of the whole year at whatsoever price they think fit to give. In short, let it suffice to inform your Excellency that they take on themselves to price their own goods and ours also as they think most convenient to them.”

The Governor by proclamation sought to mitigate the cruel evils growing out of this system by “requiring merchants to make known to their dealers before the 15<sup>th</sup> day of August of each year, or at the time of delivery, the prices of provisions and other commodities sold by them, and the prices they will give for fish and oil, and to fix a schedule thereof in some conspicuous part of their respective stores.”

It would idle to attempt to conceal the fact that

**THIS SYSTEM STILL EXISTS.**

It is a subject too broad to be discussed in a letter of this kind, yet it is one so closely identified with the prosperity of all connected with the great staple industry, that all who have looked into its workings, that is from a disinterested standpoint, are agreed in saying that when it is completely and forever swept away a brighter day will arise for all the fishermen of the Island.

J.M. (to be continued)

Globe, September 5, p. 5, c. 1-2

Newfoundland & Labrador

From Toronto to the oldest British colony

Copper mining statistics—The coal measure—Timber regulations—Lack of capital—No municipal government. No drainage, no sidewalks in St. John's—Need of protection for fisheries

by Hon. John Macdonald (continued from yesterday's Globe)

I have spoken of the copper mines being worked at Tilt Cove and Little Bay, and of the attention which they are attracting among capitalists of the United States and elsewhere, but I have not noted how comparatively recent has been the discovery and working of the mineral resources of the Island or in what position the results placed the Island among the copper producing countries of the world. Mining operations were only commenced in 1864. In 1879 it was found that Tilt Cove mine had yielded nearly 50,000 tons of copper ore values at \$1,572,154 and nickel ore worth \$32, 742.

The mine at Bett's Cove was opened in 1875 and in 1879 the quantity of ore exported from Bett's Cove and the other localities amounted to 123, 555? tons, valued at \$? But in 1878 the discovery of a much larger deposit of copper ore was made at Little Bay, believed to be one of the most valuable copper mines in the world.

Up to 1879 the total amount of ores exported from all the mines had reached [£2,000,000?] sterling. This placed Newfoundland sixth among the copper-producing countries of the world.

#### AS TO THE COAL AREA,

Mr. Murray calculates that the plan of the mine in the St. George's Bay district, ?? in thickness and occupying an ???, contains 54,720,000 chaldrons or ? chaldrons per mile.

??? seams having an aggregate [thickness] of eight feet, he adds:--

??of coal one foot thick would [give] per square acre 1,500 tons, per square ?? tons ; multiply by eight and the result would be 7,680,00 tons."

The above estimate equals the whole annual output from all the Cape Breton mines, [having] the average between the years 1858 and ? for 111 years to come.

#### ? FOR THE CUTTING OF TIMBER

? any forest tracts may be issued for any period not exceeding 21 years, subject to the payment of a bonus per square mile, varying according to the situation and value of the limit, and also of an annual ground [rent] of \$2 per square mile and a royalty at the rate of fifty cents per 1,000 feet, board ?, on the trees cut down.

#### WHAT THE COUNTRY HAS NOT

We have seen what the country has. Let us glance at what it has not. This to one like myself, coming from the bustle and ? of the West, will speedily be apparent. And while we look at what still ? in the Island as the legacy of a vicious system, let us inquire in what way from such unfavorable circumstances it may be most speedily emancipated.

To begin, then, with the capital. I have spoken of the resemblance in some respects of St. John's to Halifax. This is very remarkable in the site of the city itself, and in the character of the buildings of two or three of its streets, but, as I have already

remarked, here the similarity ends. The Halifax merchant erects a warehouse which, from an architectural standpoint, is an advantage to the city, and in which any [sky] would appear to advantage. The warehouse of the St. John's merchant, I have no doubt, the purpose of which and several of them are sub-advantages, but are not of that architectural character in a city so old and in one where [so much] wealth has been amassed, which is a matter of adornment; indeed [one] the idea from the Halifax warehouse that the merchant intends to stay; from the St. John's warehouse, that [future] may be in the direction of the Old Country and there he hopes to go as early as possible, any great expenditure upon [that] architecture would be unwise. The Halifax merchant builds his warehouse upon the northwest arm and contributes to the interest of the city by the adornment with which surrounds what may be called his country seat. In Halifax this may be regarded as the rule; in St. John's this must be looked upon as the exception, for while nature had been prodigal in her treatment of the loveliest outlooks from almost every standpoint in St. John's, these have not been turned to account there as advantage have been taken of like surroundings in Halifax. For while the merchants of St. John's have homes with every comfort, they have not by enclosures of [spacious] and ornamental grounds made these the striking objects they might be in the adornment of their city. St. John's may be [said] to be

#### WITHOUT SIDEWALKS.

In this respect Halifax is little better. St. John's is without a market, so may Halifax be said to be. St. John's has no street railway? Halifax had one at one time, tore up the rails after a short trial, but has wisely restored and extended its street railway system, to the comfort and convenience of its people and to the enhancement of every piece of its real estate.

But Halifax has what neither St. John's nor Toronto has, nor, indeed, any other Canadian city—gardens containing about [twenty] acres, laid out with the very best skill, with beautifully shaped beds of gorgeous flowers, carefully trimmed walks and well-kept grass, with miniature lake in which various varieties of ducks enjoy themselves. To judge from the number of people who are found wandering through the lovely place or quietly reading in its many-shaded nooks, one would have no difficulty in seeing that this wise provision for the recreation and enjoyment of the citizens is one which they abundantly appreciate. No expenditure in the City of Toronto could be more judiciously incurred, none would add more to the attractions of the city or to the enjoyment of its people. By all means [let us have] it, Mr. Mayor and Corporation, but let us have it soon. There is really

#### NO SYSTEM OF DRAINAGE

in St. John's. Hence the kitchen refuse is thrown on the street opposite the front [door] into a large open drain, over which there is a curiously constructed covering so arranged as to catch and retain all peelings, whether of potatoes or other vegetables, which do not tend, under the influence of a [summer's sun], to improve the odor in the streets. St. John's, while has three daily evening papers, has no morning daily. [Nor] will the want of these or any of them be matter of surprise when it will be known that St. John's has never been incorporated, has no Mayor, has no Municipal Council.

A change, however, is about to take place, the preparatory step being found in the determination to widen several streets--? having been built most irregularly, for this purpose a very considerable sum has been appropriated, and very soon in [this ?]

important, changes may be [looked] for which will be of marked improvement in the city, to be followed doubtless [by other] though equally striking and [equally necessary].

[Most] urgently as these matters need rectifying, there is a matter more important than ?? things—one which must be strikingly ? before the best effects result. I ? the existence and healthful exhibition of a patriotic spirit on the part of the ? and influential people of the Island. In one word—the man who makes his money in the Island must

#### SPEND IT THERE.

The country in regard to him must be seized with the idea that he intends to remain there, that the works which he undertakes will not only be those of a permanent character, but such as will tend to embellish and ornament the city, that every modern improvement found elsewhere must be introduced there, that its institutions must equal those of other places—in one word, that every one whom the Island helps to make shall from a spirit of downright patriotism help to make the Island, help to develop its resources, which are not only so varied but so inexhaustible.

I sincerely trust that my many friends in the Island will not think that I am taking an undue advantage, now that I am away from it, in calling attention to what I conceive to be defects, for the purpose of holding them up for no other than that of unfavorable comparison—nothing could be further from my purpose or from my desire. My object—and this, I think, will readily be understood—is rather to present the case as it appears to one coming from a place where the state of things is so different, knowing how true it is that it is only when “we see ourselves as others see us” that we realize defects where we had supposed none existed, and that we are aroused to bring about reforms which long since should have been undertaken and which certainly, with the attention to the subject begotten by the most friendly criticism, ought not longer to be delayed.

These remarks apply largely to the capital ; but very much there is which needs attention in the island. It needs the opening up of the country by colonization roads, and the

#### EXTENSION OF ITS RAILWAY SYSTEM.

A railroad is now in operation from St. John’s to Harbor Grace, a distance of 84 1/2 miles, and a road to Placentia Bay is now in course of construction.

It needs the extension of its telegraph lines and a cheapening of its telegraph rates. It needs also a semi-weekly mail service, and it needs above all things the application of the very best methods known to science for the replenishing of its shore and inland fisheries.

A most important step in this direction has been taken in the appointment of a “commission by his Excellency the Governor in Council to investigate the operations of Fisheries Departments in other countries with a view to the establishment of a similar department in this country should it be found desirable and practicable.”

In their report the commission evidently realize the need of giving this most important of the Colony’s industries the very best attention, for they state:--“The depressed condition of our fisheries during the last few years, and the frequent and alarming failures, especially in our shore fishery, which have recently occurred, have combined to emphasise these views and to impress on all who are interested in the future of our fisheries the necessity of taking prompt and energetic measures for their restoration and protection.” When at Battle Harbor I felt that the young cod which I saw pitched upon the stage there ought not to have been caught, although I was unable to furnish any reason for

so thinking, but among the items of information gathered by the commission in their investigation I find the following, which confirms this opinion. It is from Mr. Adolphe Neilson, assistant inspector of Norwegian fisheries:--“On making an investigation of the waters around Flodevig I found the fishermen capturing and selling immature cod that were too young to be used as food. The markets at Arendal were full of little one year old fishes. I recommended a law prohibiting the taking of such young, as well as the using of such fishing gear as they can be caught in. Such law will probably be passed next session of Parliament.”

From the valuable paper of Mr. Neilson it appears that from the single hatchery at Flodevig, in the year 1886, 32,510,000 young codfish had been successfully hatched and placed in the sea, and in three years had also brought to life 67,225,000 young cod fry and let them out into the sea.

At a time when the Senate of the United States has seen fit to reject the Fishery Treaty, the words of Professor Baird assume increased significance. He says in closing his report to Senate in reference to the artificial breeding of marine food fishes:--“We have at our command the means of so improving and increasing American fisheries as to obviate the necessity in the future of asking a participation in the inshore fisheries of the British Provinces, and thus enable us to dispense with the Fishery Treaties or fishery retaliations of any kind with the British or other Governments.”

J.M. (to be continued)

Globe, September 6, 1888, p. 5, c. 1-3

Newfoundland & Labrador

From Toronto to the oldest British Colony

The Confederation question--The views of the islanders--Can do well without but better with. Confederation Mr. Macdonald's opinions--A question of terms--Conclusion of the series

By Hon. John Macdonald (continued from yesterday's Globe)

It is not to be supposed that one could be in Newfoundland even for a few days without hearing the subject of Confederation discussed, nor can it be supposed that it is a subject upon which one would not hear great differences of opinion. Merchants, as a rule, are opposed to it. The same remark applies to manufacturers. The [state] of trade and the condition of the fisheries are factors which largely enter into the consideration of the question. [Hence] should these prove during the present season to be healthful the desire even to discuss the subject will be correspondingly [lessened] ; while, on the other hand, should these prove unrenumerative any change will be welcomed as likely to bring with it some improvement. I had determined from the first not to invite discussion on the subject and this determination I strictly carried out during my stay. I did feel, however, that it was a question which might have to be considered in Canada, and that soon, and that such information as I could gather of the country itself by actual observation, and of its people by coming in contact with them, would enable me to reach conclusions more [satisfactory] to my own mind at least than that which might be obtained in any other way and now that I have been there, have seen the country and become acquainted with its people, my thoughts in this [respect] have been confirmed.

#### WHAT BENEFITS ARE WE TO DERIVE

from Confederation? Is a question which is [also asked] in the Island. The import of [this question] depends entirely upon the [spirit] in which it is asked. If from a spirit of inquiry to learn how the ? condition would affect the Colony and its people in their various interests, it is the very question which a thoughtful man ought to ask, and it is the very question to which he ought to have a clear and [satisfactory] answer. If it is a question ? in a dissatisfied and contemptuous spirit, then it can only be regarded as the question of one who refuses to receive a ? reply, who already feels that not [under] any circumstances is Confederation desirable because , that viewed in any aspect, it means nothing but loss and ruin to the Colony. Words, as a rule, under such circumstances are wasted, for experience has ? proved that with one manifesting [such] a spirit conviction is impossible. One thing to my mind is very clear : Newfoundland has within herself everything [needed] to make her a prosperous Colony, to [make] her people happy and contented. To my mind also every natural advantage [which] she possesses may be turned to ? greater advantage as a part of the [Dominion] than as an isolated Colony. In [other] words, without Confederation she ought to do well, with Confederation she ought to do better. But then again, the question is sometimes asked,

#### WHAT CAN SHE BRING?

The answer to this question, too often unthinkingly made, is, “Nothing but codfish and icebergs.” This is the contemptuous mode of reply. But if intelligently put and intelligently answered, the reply would [astonish] those who have hitherto looked upon Newfoundland as an unknown country. To take one item only, her fisheries. Take [one] year for example, say the year 1876, the comparative value of the cold water sea [fisheries] of the United States, the Dominion of Canada and Newfoundland, and the result for that year, stood thus:--United States \$9,756,685 ; Dominion of Canada, \$1,109,451? ; Newfoundland, \$7,687,877. Her union with the Dominion would have the effect of so increasing its fisheries that [there] would immediately become twice as [great] as those of the United States ; but what is of more importance, would bring us fisheries which, under the supervision of our advanced Fishery Department, would be capable of such development as would astonish even the most incredulous.

Her metalliferous deposits and her coal area are such as would be a source of wealth to any country, and such assuredly as would be a source of wealth to the Dominion.

She would bring into the Confederation a people not much greater in number than the population of the City of Toronto, it is true—not as great certainly as the population of Montreal—but nevertheless

#### A COMPACT PEOPLE

differing in this respect as much as it is possible for a people to differ from the people of the adjoining Republic ; for while they are spoken of as the American nation, they are not a nation of American people ; while they are spoken of as a people of 60,000,000, it is safe to assert that of this number not more than 28,000,000 are Americans. Who is there bold enough to say what the result of this anomalous state of things will be, not in the next twenty years, but in the next ten? Will the native Americanise the foreigner? Or will the foreigner leave his impress upon the Americans? Will he by reason of his greater numbers mould and fashion American institutions? Is it reasonable to suppose that elements so strangely opposite will continue to work in one direction and towards one common end?

These are questions full of significance. Who will answer them? Who can answer them?

Newfoundland will bring only 200,000 people, but a compact people, a people whose long and unbroken history has been one of loyalty to the British Crown, a people who under such circumstances must be good subjects. What else she will bring may in a measure be gathered from this hastily written letter, but enough has been stated to show that she has no need to beg for admission, but that when she comes she does so to treat upon terms which would be fair, reasonable and just.

#### WHAT WOULD SHE GAIN?

This question I have in some measure answered when I stated that whatever value [we] attached to any natural advantage which she possesses, such value would be [immensely] enhanced under Confederation. [Let] me give an illustration. In the year ? the Methodists of Newfoundland ? into confederation with the Methodist Church of Canada of that day. It was a compact formed after due and thoughtful [consideration]. How has it worked? Never in the history of Methodism in the Island (I think I am speaking carefully) has its development in a like period been so re? The Methodism of Newfoundland has been regularly represented by its ministers in the great annual

gatherings of the Church, which review the work from Newfoundland to Japan. They have taken [part] in the discussion of all the great subjects? Which annually come up for consideration ; they have been members of all the principal committees, the Missionary, the Educational and other important committees ; they have presented the claims of their own destitute missions ; they have awakened an interest in their people never felt before ; that they will be ready to state that they have never [presented] an appeal which has [not] been met by a favorable response ; they have had their views broadened in ? to the great work to which the [Council] is ?, in a way which would ???????? it, while their enthusiasm and devotion have been made helpful to their Canadian brethren.

I ventured to make this reference upon the only occasion that I allowed myself to be drawn into anything like a conversation upon the subject of the confederation of Newfoundland with the Dominion, and I did so with one of the most prominent men in the Island, who is also a member of the General Conference, but who is opposed to political Confederation.

“Ah,” said he, “if I were certain of the same results and if had the same men to deal with I would go for Confederation tomorrow.” Why should a political Confederation not be as wisely conceived and as happily consummated, and why should it not work as well?

Is there not in the reply of my friend  
A LESSON TO OUR PUBLIC MAN,  
and would they not do well to weigh its significance? I have heard it said that New Brunswick and Nova Scotia were both entrapped into Confederation ; that they have gained nothing, but, on the contrary, have been immense losers.

This is a question I am not going to discuss. I will mention on fact, and any one is at liberty to draw from it such inferences as he pleases.

The cotton manufacturers of New Brunswick and Nova Scotia have been able to hold their own against any of the manufacturers of the Dominion, and in the face of all opposition have pushed their goods into the Provinces of Ontario and Quebec—a result which, if they were not confederated, would have been absolutely impossible.

I have heard that the manufacturers of Newfoundland are to a man opposed to Confederation.

If this be so, it cannot be because their interests would be disastrously affected by Confederation.

What are the facts?

In Newfoundland—omitting sawmills, of which there are 55 ; lobster factories, of which there are 21 ; breweries and distilleries, of which there are 4 ; iron foundries, of which there are 6 ; and tanneries, of which there are 4—there are but 102 factories of every description. The value of all the factories, including the above, is but \$954,536 and the value of the goods produced \$1,554,384. In Canada the official statement for 1881 gives as the amount paid for wages \$60,000,000, the value of plant as \$165,000,000 and the value of goods produced as \$309,000,000. Is it a matter of greater moment that the enormous Canadian interests represented by these figures should have access to a population of 200,000 people, or that the comparatively small number of manufacturing concerns in Newfoundland should have access to a population of 5,000,000? To this only one answer can be given. If it is argued that Newfoundland is too far from Western Canada to compete successfully for its trade, that objection would lie with equal force as

to Canada's doing business with Newfoundland. No objection can be raised as to the location of one for successfully doing business with the other which will not apply with equal force to each, and no advantage can be set forth as being enjoyed by the one which is not in an equal measure enjoyed by the other.

THE NEWFOUNDLAND MANUFACTURER,

then, whatever be his business, has nothing to fear from his Canadian competitor. It is quite possible that Newfoundland might expect too much—might expect results which Confederation can hardly be expected to bring, and failing to realize these, might not only express disappointment, but might claim that it has been deceived.

In most countries to-day there is a regretful reference to the past. In most countries to-day we hear the oft-repeated statement, "The former days were better," and the fact is overlooked that never in the history of the world was the race for business so keen, were profits so small, was the ground so hotly contested. One of the most striking features in the marvelous activity which characterizes business everywhere is the extent to which over-production is carried on in everything and everywhere with all the attendant derangement, suffering and loss which that implies. It is well, therefore, that this should be very clearly borne in mind not only by the people of Canada, but by the people of Newfoundland, in their impending negotiations; that the latter should specially bear in mind that while there is much that Confederation can do, there is much it cannot do. It can make the Colony an integral part of a great Dominion. It can thus give it a preminence which it does not possess to-day. It can make its voice heard and its power felt in the Legislative Chambers of Ottawa. It can rely upon having the interest of the entire Dominion awakened in the development of its great resources. These are RESULTS WHICH CONFEDERATION WOULD UNDOUBTEDLY SECURE, but it cannot bring back to the Island the days of extravagant profits and colonial fortunes. These are gone. Success to-day, whether with Confederation or without it, consists in contesting every inch of the ground, and [be it is on y] [sic] who does this meet effectually and most persistently who is going to win. Is it in the interest of Newfoundland that she should come into Confederation? This question, it appears to me, is fittingly answered in the report of the Fisheries Commission appointed by his Excellency the Governor in Council. The report states in connection with its fisheries that the Colony, "has not the means of engaging in extensive scientific investigation."

And yet it is abundantly evident that ? investigation is not only urgently needed, but that its neglect would be disastrous. If Newfoundland has not the [monies?], Canada has, [and could and would be ??]. The French question is one ? ought to be ? upon a clear and satisfactory basis, one in which it would be freed from everything which would be marked by ambiguity, and which would consequently remove all causes of irritation and disquietude.

Let Newfoundland present her case, not in the form of unreasonable demands. Let Canada not lay herself open to the charge of proposing exacting conditions. Let Canada and Newfoundland alike remember that the safety and permanence of every contract depends upon the spirit of fairness with which it is considered and the spirit of good faith in which it is executed. Let the contracting parties come to the consideration of this great question in the manifestation of such a spirit and the result will be the union of Newfoundland with the Dominion of Canada on principles which will commend the

confidence of the people of both countries in a union which will be not only successful but abiding. John Macdonald