

LABRADOR.

Past, Present and Future.

(H. F. SHORTIS.)

years ago, during one of my visits to the Star of the Sea and in the Harbor of St. John's, I made a somewhat extended stay at our great dependency.

Now, after the lapse of a few years, I think a brief excerpt from the thousands of our countrymen abroad, from the Atlantic to the Pacific, would be an interesting and profitable study. These remarks are the result of the work, since the discovery of the gold mines at Stag Bay, according to reports, will place the Labrador coast of Mexico or the Yukon. Here, that about thirty years ago, Fire Sergeant Thomas, of the Central Station, first discovered the mineral resources of the Labrador coast. It was certain the mineral wealth, having been discovered by several years with his uncle, the seal-killer and entrepreneur, Capt. John Pumphrey, showing is an extract from my

immortal fisheries of Labrador have been the industry of our country. It is a source of wealth to the present time. It is evident from the nomenclature of the Irish "youngsters" of the coast, and as memoranda of the pluck, enterprise, perseverance, they have left behind in the history, as such names as Grady, Griffin, Corbett's Harbor, Carroll's, etc. These Irishmen must have been in the Labrador coast a very early period in the history, and previous to that time we know for a fact that the schooner "Hibernia," Capt. Grady, was the first to come to the coast. In the same instance, who found the coast, was over forty men and children. I had these papers from Capt. Stapleton's son, a nonagenarian at the time.

INTRODUCTION OF TWINE. That melancholy event, many have taken place in the history of our great industry. Cod and cod-traps have been the staple of the coast, and the work was steadily pursued with line, is now finished in the line, although with greater out-planting and those engaged in the industry. Previous to the year 1870, it was very difficult for our merchants to ascertain the state of the coast, as communication with Europe and Newfoundland was not satisfactory, and, therefore, the disposing of the fish was left to the discretion of the various merchants. The great bulk of the fish was sent home from Labrador and to the market, either in chartered vessels or those owned by our merchants. For fifty years ago, the trade was at its greatest, and scores of Spanish vessels were seen, purchased our fish, and they paid the highest rate for gold, and conveyed their fish to their respective destinations. It was next to impossible to get the fish to the merchants in Newfoundland and the planters at St. John's, as we had no regular mail until the seventies, and the cost of any craft returning to Newfoundland, was

brought into requisition as the only means to accomplish that end.

CAPT. CLEARY'S CRUSADE.

The square-rigged vessels, after their return from the seal-fishing, were utilized as freighters to convey the various crews to and from Labrador, at a cost of one shilling per gallon of the voyage of fish secured. Up to a few years ago, the quality of our fishing craft was anything but satisfactory, and the miracle is that we have not had to record many more disasters than we have had. The great restrictions which have been placed upon the schooner-owners, limiting the number of human beings to be carried down on each schooner according to her tonnage, as well as the precautions taken in having every craft properly surveyed and licensed, may be justly attributed to the philanthropic action of the veteran Captain Philip Cleary, who, for many years, was a member of the Legislative Council. Session after session the honorable gentleman kept pecking away at the unworthiness of our fishing schooners, styling them, and justly so, "floating coffins," until, at last, the Government of that day awoke to the true condition of affairs and took action which culminated in the year 1891 in the appointment of a competent surveyor in the person of Mr. Wheatley. That gentleman had proven himself, eminently qualified for his responsible position, and, as a consequence, we hear of very few disasters of later years, for which we are very thankful. The last disaster that I can remember just now, was the schooner Vulcan, Capt. James Kenneally, of Carbonear, which ship was lost with all hands numbering over forty men, women and children about 25 years ago, on a passage from Labrador to Conception Bay.

SHIPMASTERS AS PHYSICIANS.

Until a comparatively recent date, no medical attendance was to be obtained along the Labrador coast, and for many years the sick and injured had to be conveyed from their own stations to the fishing stations of those three great benefactors of our fishermen and their families (Capt. John Scully, uncle of Doctor Scully; John Strapp, uncle of Rev. Brother Strapp; St. Bonaventure's College, and Michael Fitzgerald, father of Mrs. John Phippard, Pleasantia), who, as far as I am aware, have never received a dollar for their services, and more than likely, never asked for remuneration. The names of these three veteran planter-philanthropists should live in the history of our country. They have gone to meet their reward—two of them in Harbor Grace and Capt. Strapp in Boston, away from the land he loved so well, and to those people, in years gone by, he proved himself to be such a benefactor. The clergyman had also his hand in ships and trials to contend with. In the case of a sick call he had to be conveyed by boat from harbor to harbor, until he arrived at his destination, to bring comfort to the sick or dying person. He had to take passage down in one of the freighters, and was subjected to all the inconveniences and dangers which necessarily followed in the prosecution of our great industry. But now all this is changed. Our people have first-class schooners in which to proceed to Labrador in comfort; suitable to battle with the breeze along that rugged coast, and, should they prefer to do so, they can proceed to their destination in a regular mail boat, or take passage on the numerous chartered vessels which proceed to Labrador to load fish for market.

CATCH, CURE AND SHIPMENT.

Of later years steamers, with a carrying capacity of ten or twelve thousand quintals, have been utilized in rushing the fish across to Portugal, Spain, Italy and Greece. The fish is caught more quickly with modern invention of cod-traps, cod-gadgets, etc., but I am not so certain if the cure is any better; as in the old days, with hook and line, the fishermen had more time to attend to the cure and make than they have now, when hundreds of quintals are to be handled from the traps at the same time. Our old-time planters may not have been possessed of the blessing of higher education, but I guarantee that they knew how to catch and cure fish in a manner that no graduate of Oxford, Cambridge or Harvard would ever attain; and, as a proof they left their children, which would put to blush all the scholars in algebra and mathematics, not to speak of foreign languages; it was a very easy matter for the merchant to over-reach our old-time planters, as to the balance of their accounts. They adopted a system of mental arithmetic in conducting their affairs that would startle such an ancient celebrity as old Achi-medes himself. In the foregoing I have endeavored to describe the past and the present modes of conducting the Labrador fishery, the chief industry of our Island Home, and I am

well aware that nothing like justice can be done to the important subject in the limited space at my disposal. I am also well aware of the almost impossible task of getting at dates and facts in connection with the past history of Labrador, as what has come down to us has been purely traditional, and for the facts in my possession I am indebted to the intelligence of many of our enterprising planters in the old days, whose tenacity of memory and powers of graphic description in their own matter-of-fact style, is second to that of no people in the world. So great was the gift of our people, that all their social and business transactions were invariably done by word of mouth, and commercial contracts and negotiations, which to-day would require reams of foolscap and all the ingenuity of the legal fraternity to make them binding, were performed by these men on their simple word of honor, and the instances are rare indeed wherein any of these contracts were violated.

THE FUTURE OF LABRADOR.

Now let us take a glance at what are the prospective possibilities of the future of Labrador. Time was when Labrador was looked upon as uninhabitable. It was viewed by many as the Siberia of Newfoundland, and whatever idea was entertained of exploiting upon its soil during the summer months, he would be a bold man, indeed, who would openly suggest its possibility of sustaining civilized life during winter months. All this is changing fast. The possibilities of a brilliant future for Newfoundland-Labrador are within a very measurable distance. To substantiate what I here assert, I may add the historic fact that as far back as the forties of the past century, there was built and launched at Sandwich Bay, Labrador, a brigantine of about one hundred and forty tons. This vessel was built entirely of material which was the product of the immediate surroundings in which she was constructed, and nothing but the iron-work was imported from England. From the keelson to the truck was native timber of Sandwich Bay, Labrador, and there is no people, even to-day, sceptical enough to doubt this fact, but when I assert that she was built for the late firm of Hunt & Henley, of Devonshire, England, and a few years after her launching, our late respected townsman, Mr. Charles Ellis, made his first passage across the Atlantic in this ship, which was named the "Notion," I am under the impression that their want of faith will vanish into thin air, and they will be as ready to believe in the grand future of the Labrador as the present writer. That there is a future and a bright future for Labrador, I have no doubt. Even the transcribing every year to make known its possibilities. Science and commerce are going hand in hand into its as yet unpenetrated wilderness. Already the proof of the prospects of its minable capabilities are beginning to be shown, and there, although in the initial state, fill the student with hopefulness of what is to come.

WEALTH OF FOREST AND SOIL.

Of its timber-wealth, what has been explored, has more than justified expectations, for the greatest proof of confidence in the capabilities and prospects of a new and undeveloped country is the fact that capitalists are willing to risk their means in developing its resources, and this is at present being done on the coast of Labrador to a surprising extent. I do not intend to speak of the wealth of its waters. This is known to the world over, and up to the present time, that was the only recommendation that Labrador had to be considered of the commercial world. Of a sudden, and by one bound, its topographical and mineral possibilities have been made known to the outside world, and men, who a few years ago, scarcely knew of its existence, are willing to-day to risk thousands and hundreds of thousands of dollars in exploiting its mineral, timber and other resources. We, in Newfoundland, have been accustomed to look upon our Labrador appendage as the place where, for a few months, in summer, we gathered in our harvest of fish, and considered that during the winter months it was only fit to be given over to the fox, the wolf and the Eskimo—the aboriginals of the soil. To-day things are different. The outside world has stepped in and shown us the treasure we had at our

door, and our own capitalists are at length beginning to realize all that Labrador means, and are quite willing to risk their money on that coast in ventures other than the fisheries. Labrador is no doubt coming, in fact her share in the march of civilization. The wireless telegraph has already reached her shores—steam communication has tapped her most remote and seemingly impracticable borders. There is scarcely a bay or arm on her Labrador coast that is not now annually visited by a steamer bearing some scientific or commercial expedition to test its capabilities, and to draw from its wealth, and, at no distant date, one cannot doubt that the electric light and heat will be as familiar to the inhabitants of Labrador, as that of a visit to an ordinary steamer at the present day.

BY RIGHT OF INHERITANCE.

From every-day indications, one need not live to be a centenarian to be hopeful of witnessing substantial towns and cities reared on the banks of many of the great rivers which abound on Labrador, and which in a few years, from climatic changes, which inevitably follow in the march of civilization, attract the tourist, the capitalist and the health-seeker, to add to the wealth of this, at present, almost terra incognita. It is only now that the value of Labrador is becoming to be realized, and its importance is becoming more apparent. It will in short stand in the same relation to Newfoundland as Alaska does to the United States, with this difference, that Labrador belongs to Newfoundland by right of inheritance, whilst the United States claims Alaska by right of purchase in the sum of \$7,000,000 in the year 1867. I am sure in saying that had the Russian Empire, which was previous to the above date, the owner of that territory, foreseen the immense wealth it was destined to produce for the benefit of its new proprietors, no amount of money would have induced them to part with so valuable an acquisition. Russia was somewhat in the position towards Alaska in which we have been until recently towards Labrador. They did not realize its value until too late, when the outside world, and Yankee enterprises, proved to them there were other mines of wealth besides El Dorado and Parn. Looking back, it is a cause of deep regret to me to find that so much of the property of our old-time planters has passed into other hands, and the labor of years of the old industrious Vikings has been swept away, and what they intended should have been handed down from generation to generation, to perpetuate their names and their deeds, has, by some fatality been abandoned and neglected, or, in most cases, handed over to the charge of strangers. The posterity of these people who allowed this state of affairs to go on will have cause to regret the acts of their sires, who, through carelessness, or a love of roving in search of the unattainable Golden Fleece, neglected their patrimony, until now it has become the property of the stranger.

REPRESENTATION MUST COME.

I am not too sanguine in hoping that men now living will witness the onward march of civilization penetrate the most remote portions of Labrador. Let us hope that some of our present city editors will live to send a campaign paper to Rigolet, Cape Mudge, Nain or further North, when some city legal luminary will be sent to oppose a lineal descendant of the last chief of the Eskimos, whose war-whoop in pressing his claim for election will be, that as a native of the soil, he is more entitled to their support than is the "alien" from St. John's, who knows little about their wants and requirements—less about their modes and customs, and nothing about the glories of their forefathers in hunting the walrus, the bear and the seal. In conclusion, let us hope that whatever may be the future of our beloved Newfoundland, it should never be forgotten that Labrador is an integral part of our country; that from its waters has been drawn, in the past as in the present, the wealth that has made us what we are as a people to-day, and that unbounded possibilities lie before her in the future. Let no inducements be great enough to separate one from the other; and that the title of Newfoundland-Labrador may never be obliterated from the chart should be the earnest prayer of every well-wisher and native-born son of the soil.

Star Movie To-Day

That well-known star J. P. McCOWAN, in

"RECKLESS CHANCES"

A gripping drama with thrills and excitement in every minute.

Fearless and daring JOE RYAN, in Six Parts,

"THE PASSING OF BLACK EAGLE"

Miss Nickells Sings

(A) SYLVIA'S SONG, from the opera "Sweetheart."

(B) "MY WILD IRISH ROSE."

COMING:—"FATHER TOM," in seven parts.

IT'S INVENTORY TIME AGAIN!
INVENTORY SALE

Twice each year, January and July, we hold these Inventory Sales for the purpose of closing out the Season's broken lines, as under no circumstances do we carry Broken Lines from one season to another. We have in Former Sales surprised the town by the magnitude of our Footwear Bargains.

This Sale will be no exception. We have small lots and broken lines of Men's, Women's and Children's Boots and Shoes at Cost Prices. Take note of these offerings below and see that you get your share of Low Priced Footwear.

MEN'S FOOTWEAR



Men's Heavy Tan Calf Working Boots—
@ \$4.00, \$4.25, \$4.80, \$5.00
Men's Black Calf Working Boots—
@ \$3.50, \$4.00, \$4.50, \$5.00
The Right Kind for Workingmen.

Men's Black Kid Blucher Boots @ \$4.50
Men's Black Calf Blucher @ \$4.50
Men's Tan Calf Blucher—
a good fitter @ \$5.00
Men's Tan Calf Blucher—
with rubber heel @ \$5.50
Men's Black Kid Blucher—
with rubber heel @ \$5.50
Men's Black Calf Blucher—
leather lined and rubber heel @ \$6.00
ALL SOLID LEATHER SOLES and
HEELS—OUR OWN MAKE.

We also have a full line of Tan and Black Boots with the medium and pointed toes for the dressy young man, at prices that will surprise.
BOYS' SOLID LEATHER BOOTS @ \$3.50, 3.80, 3.90, 4.00

WOMEN'S FOOTWEAR

Women's Patent Oxfords; size 3 and 3½, spool heel @ \$2.50
Women's Patent and Kid Pumps, Louis heel @ \$3.00
Women's Patent 1-Strap, medium and Louis heel—
Regular \$6.50 @ \$3.50

Women's Black Kid 1-Strap @ \$3.90
Women's Black Patent 3-Buckle, Regular \$6.50, Now \$4.50
OTHER LINES IN LADIES' SHOES, TOO NUMEROUS
TO MENTION.

Women's Black Kid High Lace Boots @ \$3.50
Women's Black Kid High Lace, Low Heel @ \$3.50
Women's Black Kid Blucher, Med. Heel @ \$4.00
Women's Black Calf Blucher, Med. Heel @ \$4.00

SPECIAL—
Women's Black Kid High Lace, Spool Heel @ \$1.50

CHILD'S AND MISSES' SCHOOL SHOES.

Child's Black Kid Lace Boots (6 to 10) @ \$2.75
Child's Tan High Lace Boots @ \$2.60
Misses' Tan High Lace Boots @ \$2.70
Child's Grey Kid Button Boots @ \$1.50

PARKER & MONROE, Ltd.

The Shoe Men.

Don't say Paper, say The Evening Telegram.

It's Just a Light Job.

By BEN BATSFORD



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feet, and have
nothing that gives me
relief than Sloan's
Remedy. It is certainly a
marvel preparation."

My day brings added testi-
mony to the world-
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It is with-
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