

NEWFOUNDLAND AS A PROVINCE

There is reason to believe that the question of the union of Newfoundland to Canada is receiving attention in high circles and that, as a result, the Dominion will shortly be face to face with a proposal to take in the island colony. Three circumstances render the prospects of confederation possible. The first is the political and commercial condition of the island largely due to the news situations created by the war. The second is the fact that the Canadian Government, as will be shown later on, has been ready to consider union. The third is the realization by many of the statesmen and strategists of Britain and Canada that it is absolutely necessary in the interests of Canada's future from military and naval standpoints, that the absorption of Newfoundland into the Dominion should be brought about with as little delay as possible.

This is perhaps the strongest and most convincing reason for the steps that are now being taken. The present war has shown the value of overseas possessions and that if Germany for instance, held Newfoundland, she could absolutely dominate the western Atlantic and prevent the movement of a single ship to or from Canada because of the facilities which a strongly fortified seaport in Newfoundland would afford for the operations of a submarine flotilla. Similarly, Canada has pledged herself to the creation of a navy and has made a step in that direction. She finds however, her greatest difficulty in securing seamen for her ships. The cruiser Niobe, operating on the Atlantic seaboard, has her complement made up of British time-expired blue-jackets settled in Canada, who were induced to join that ship at the beginning of the war by the payment to them of very high rates of wages, her complement being completed by a draft of a hundred naval reservists from Newfoundland, which colony had a force at the beginning of the war of 600 men of this branch of the Imperial Navy. The other 600 went on service in British warships and the total has since been increased to 1,200 by further complements among the fisherfolk of the colony, while it is known as a matter of fact that of 1,700 soldiers enlisted in Newfoundland, at least another 1,200 are fishermen who could have been utilized for naval requirements also, but that the Newfoundland regiment is paid on the Canadian standard and gives its men just twice as much as the Admiralty pays the naval reservists from the colony. Thus, apart from all other considerations, the acquisition of Newfoundland by Canada would mean (a) that the Dominion would be rounded off by including in it the only portion of British territory in North America not now forming part of the Federation; (b) that this would probably mean also the acquisition by the rounded-out Dominion of the French island of St. Pierre-Miquelon, to the south of Newfoundland in return for certain fishery concessions thus leaving the whole of the upper half of the North American continent flying the Union Jack; (c) that by this outcome great naval and military advantages would accrue to Canada and necessarily to the British Empire; and (d) that a splendid supply of raw material for the equipping of the Canadian warships would be secured in the fisherfolk of Newfoundland.

The Ottawa Government is expected to be willing to effect an arrangement if the terms can be agreeable. Its policy since the union of the Canadian provinces, the vast federation we know now as the Dominion of Canada, has been one of patient invitation. In 1867 Newfoundland sent delegates to Quebec to discuss terms of union, but when these were submitted to the people of Newfoundland at a general election the result was a decisive defeat for the Carter-Shea Government then in power in the colony, and an anti-Confederate party was elected instead. After this defeat in Newfoundland Sir John Macdonald, then premier of Canada, wrote a long letter to the Governor-General of that day, Lord Lisgar, on the subject. He declared that the result was disappointing but that if the island was left to itself, it would no doubt, see matters in a different light within a few years, and expressed the belief that commercial pressure, as a matter of fact, would compel Newfoundland to seek an alliance. In this respect, however, he was mistaken, for Newfoundland through all the changing circumstances of the last half century, has remained outside the federation. The terms ranged at that time were as follows:

Canada to assume the debt of the colony and to allow the new province interest upon the per capita difference between the debt of Newfoundland and that of Canada.

Canada to pay eighty cents per head upon the population for legislative purposes, and to grant \$175,000 a year for the surrender of the crown lands to the Dominion.

Canada to pay the governor, the judges, including a judge from Labra-

dor, to maintain the postal service and the coastal service, to protect the fisheries, to establish a volunteer force and a naval force, to subsidize a regular sea service to and from Halifax, and to prosecute a geological survey of the island.

In return the Dominion was to have the customs, excise, crown lands, postal and other like revenues.

The colony was to have eight members in the Canadian House of Commons and four in the Senate.

There can be little doubt that the Imperial Government was behind the project. Lord Granville wrote to both Canada and Newfoundland regarding it. To the one he said: "I believe it is to the interests of the whole of the British North American colonies that they should be united under one government and Her Majesty's Government will watch with much interest the successive steps that are being taken towards that end." To the Governor of Newfoundland His Lordship wrote: "I have to express the hope that nothing will occur to delay the union, from which I confidently anticipate advantages, both to the Dominion of Canada and to the colony."

But the terms were not altogether acceptable at Ottawa. Mr. Blake, for one, strenuously opposed the taking over of the crown lands, first because the local Government could manage the domain better than the Federal Government could, and secondly, because the price Canada was to pay for them was in excess of the probable revenue from them. The Newfoundlanders, however, gave more effectual opposition than did Mr. Blake, for after the terms had passed the Canadian ordeal, they defeated the administration which was responsible for them. The Government met the Legislature and endeavored to place the Confederation issue in the background but the opposition leader brought it forward, and passed, by a vote of nineteen to eight, a resolution declaring that union would not be conducive to the interests of the colony, and adding these words: "Firm in their adhesion to the fortunes of the Mother Country, the people of Newfoundland shrink from the idea of linking their destinies with a Dominion in the future of which they can see at present nothing to inspire hope but much to create apprehension."

This settled the question for nearly twenty years. In 1888 Sir Charles Tupper paid a passing visit to St. John's. Almost immediately afterwards Ottawa and the colony. The governor-general telegraphed as follows on March 6, 1888, to His Excellency of Newfoundland:

"It is considered by my government that if your government approves, the time would be convenient for the discussion of the admission of Newfoundland into the federal union, and that no difficulty would be likely to arise in arranging the terms. Under these circumstances, could you send a deputation to Ottawa with power to negotiate. In our opinion the deputation should represent the Opposition as well as the ministerial party. As the Canadian session has begun and may be short, I would suggest the expediency of the deputation sailing by the steamer leaving on the 19th inst."

To this the Governor of Newfoundland replied:

"I have received your telegram and laid it before ministers. The question is now being discussed among the parties, and I have no doubt but that a deputation will be sent."

But no deputation went, for a general election in Newfoundland intervened, and the subject passed for the moment, out of sight.

In 1892 another effort was made to bring about union. The occasion presented itself through the dispute arising out of the treaty which Mr. Bond, of the Island government, had negotiated with Mr. Blaine Washington. Canada objected to the terms, as they divided the fishery interest of Newfoundland and the Dominion which had hitherto been treated in negotiations with the United States as one subject. As a result of our protest the treaty was not approved at London. Then the Newfoundland Government retaliated upon Canada by depriving your fishermen of their rights or privileges on the island. Canada struck back, and the Colonial Office had to step in and propose a meeting with a view to the restoration of peace. The meeting of Canadian and Newfoundland ministers met in Halifax in November, 1892. There the question of union was raised. The official report says:

"Mr. Poyell asked the attention of the delegates to the greater question of union. He was aware of the diversity of opinion which existed both in Canada and Newfoundland, as to the practicability and desirability of such a union, but he believed that the greater prosperity and success which British North America had achieved under Confederation would be enhanced to a still greater degree by the unity of action, increased power and prestige which would result from a union of all the British North American provinces. The question was one which concerned not only the contracting parties, but

was in his opinion, of the greatest possible moment to the Imperial Government. Union was, to a great extent, Imperial necessity. Sir William Whiteaway, premier of Newfoundland, replied that, personally, he had always been in favor of Confederation, but while he could see no harm in discussing the question informally, the delegates had not been instructed to consider it. Mr. Harvey held that the subject was not open to discussion. Union was not the point the delegates were sent to debate. Sir John Thompson said the Canadian delegates were ready to consider Confederation as a basis for the solution of all pending difficulties. He could not conceive why there should be objection to the consideration of a question which involved such interests. This ended the question. As a matter of fact Mr. Harvey, Sir William Whiteaway's colleague, would not allow the subject of union to be considered.

Early in 1895, following upon the collapse of some of the local banks with a resulting dislocation of the commercial fabric of the colony and of its fiscal progress, which threatened for a time its solvent existence, the Government of the late Sir William Whiteaway, then in office, decided to seek terms of union from Ottawa and sent a delegation there consisting of Messrs (now premier), Horwood (now chief justice), and Emerson (now assistant judge), to negotiate for terms. Sir William Whiteaway himself was unwell at the time and unable to form one of the party. Unfortunately for the interests of both elements which favored union as an outcome of the matter, the Canadian Government of the day was unable to see its way sufficiently generous to justify the Newfoundland delegates in recommending union to the Legislature and the country and on their return home an effort was made to readjust the financial situation otherwise, and by a process of rigid economy the colony was again put on an even keel and continued to enjoy steadily increasing prosperity until the war came when the dislocation of trade and industry in a small community like Newfoundland brought about such conditions that another effort to effect a union is now being discussed with what results time will tell.

THE GLACIERS OF CANADA

(By Dr. A. P. Coleman)

"Since snow falls every month in the year on the neve fields and never melts away one might expect the mountains, especially the Selkirk, to grow as snowheaps into the sky; but of course this does not take place. Under the increasing load of snow the lower beds are compressed into ice; so that the neve, beginning as loose or hard drifted snow above passes downward into ice banded with blue and white layers, the whole sometimes hundreds of feet in thickness.

"The snow accumulates only on the gentler slopes or in the higher valleys. On cliffs it cannot lodge, but piles up on the neve beneath; and on steep slopes it may lie for a time, but now and then, especially towards spring, it breaks loose and thunders down into the valley as an avalanche.

"Remembering that ice is a hard and brittle solid, it comes as a surprise to find that it can flow like a plastic body under the pull of gravity; but this can be easily proved. A row of stakes or of metal plates put across a glacier gradually gets out of line, the middle parts moving faster as in a river; but the motion is very slow, even in the middle, seldom more than a few inches a day in our mountain glaciers, though some of the great Alaskan and Greenland glaciers are reported to move several feet a day and in one or two cases as much as 60 or 70 feet.

"At a sudden descent, where a river would leap as a waterfall, a glacier simply breaks across in what are called 'crevasses,' fissures which may be several feet wide and hundreds of feet long, going down to blue-black depths appalling to the inexperienced climber. As the glacier advances these crevasses are bent out of shape and may be crossed by fresh crevasses splitting up the ice into wild lumps and pinnacles called 'seracs.' Seen from a distance across some valley such an ice fall looks like a cascade or a violent rapid, covered with breakers. Below these steep descents the crevasses and seracs disappear by the pressure of the moving ice and the glacier becomes a solid mass again. Small glaciers hanging from cliffs may send down avalanches of ice which combine to make a lower glacier, the masses being welded together once more. It is evident that one cause of glacier motion is the power which ice has to break and then to freeze together again.

"Since glaciers are often the easiest way up a mountain, climbing parties make use of them, starting at dawn so as to have a long day and following up the rough and rigid slope, zigzagging round crevasses and avoiding regions of seracs. Toward the upper end there may be fresh snow bridging the Gordon north of Lake Louise Mr. C. S. Thompson slipped sixty feet into a crevasse where he was wedged in be-

tween the narrowing walls. Dr. Collier was lowered to rescue him and he was finally pulled out by a glacier rope fastened round his arm but it was a narrow escape.

"There are few parts of the world where fine glacial scenery can be found so close to a great railway as in our own mountain parks. If one stops at Lake Louise in Rocky Mountain Park the splendid Victoria Glacier is in view doubled by reflection by its waters, which set their exquisite color from the last remaining particles of mud brought down by the glacial stream. Two miles' walk or ride along a good trail brings one into its presence, and often great masses of ice may be seen avalanching the surface of the lower glacier. From Lake Louise as a centre one can reach the well-named Paradise Valley by ten miles' ride or drive over a good road and visit the fine Horseshoe Glacier at its head. The Valley of the Ten Peaks farther to the south-east requires a somewhat longer ride or drive, passing the splendid front of Mt. Temple, the highest summit in sight from the railway (11,626 feet). Moraine Lake, eleven miles from Lake Louise, lies near the entrance of the valley, but farther up can be seen the Great Wenckhemna Glacier, and several small glaciers lying between the Ten Peaks.

"There are glaciers in sight during most of the descent by rail from the summit of the pass through the wild Kicking Horse Valley to Field, in the Yoho Park, from which the Yoho Valley may be visited with Yoho Glacier at its head. Descending beyond this into the warm depths of the Columbian Valley the Alpine scenery is lost for a time. As the railway climbs laboriously westwards out of the valley into the Selkirk, Glacier Park is entered. Here the scenery grows more striking until at Rogers Pass one is once more surrounded by snow peaks—hidden, alas! too often by the long snowshed. The five-mile tunnel now being pierced to avoid the heavy grades of the pass will cut out many a ravishing view of snow peak and ice tongue; but a stay at Glacier, just beyond the pass, gives an unrivalled chance to study a fine glacier with the least possible trouble.

"The Illecillewaet or Great Glacier is only a mile and a half from Glacier station, and as its foot may be reached with very little climbing, more travelers visit it than any other glacier in Canada. A climb to Mt. Lookout, just west of the glacier, gives a magnificent view over the Illecillewaet Glacier and neve and over the grand mountains surrounding it. This region was the first to be carefully explored and mapped by a skillful climber.

"The beauties of the Louise Field and Glacier regions on the Canadian Pacific are well known to the public, and have been seen by thousands, but the exceedingly impressive glacial surroundings of Mt. Robson near the Yellowhead Pass on the Grand Trunk Pacific have so far been little visited. Mt. Robson, rising 13,087 feet above the sea, the highest point in the Canadian Rockies, is invisible from the pass itself, hidden by the nearer Rainbow mountains, but bursts upon the view where Grand Forks River enters the Fraser. Only a few miles away at the head of the low valley its tremendous cliffs, mostly too steep for snow to lie, rise for 10,000 feet, crowned with a snowy pyramid. A trail leads up the Grand Forks through the Valley of a Thousand Falls, where the main river tumbles 1,500 feet in a wild canyon and reaches the rear side of Mt. Robson 5,700 feet above the sea. From some low mountains to the north-west there is perhaps the most splendid view in North America of mountains, glaciers and lakes. The blue seracs of the Tumbling Glacier seem to be sunning down thousands of feet from the Helmet and the main peak of Robson to plunge into Berg Lake which doubles them by reflection. To the left the main glacier, starting in great ice falls on the north-east of the peak, sweeps a curve of five or six miles round the dark rocks of the Bearguard. Behind the main glacier toward the south rises the unbroken snow slope of Mt. Resplendent, ending with a projecting cornice of snow at 11,000 feet.

"Every type of Alpine scenery is as well illustrated in Canada as in Switzerland and the area of snow mountains in Alberta and British Columbia is several times that of the Alps. The whole length of the Alps is less than 400 miles and its breadth from 50 to 80; as compared with a length of 1,200 miles and a breadth of 140 miles for the Rockies and Selkirk, not to mention the Coast ranges, the Coast range and the Vancouver Island mountains, all of which have their snowfields and glaciers. Stutfield and Collier, in their delightful books, 'Climbs and explorations in the Canadian Rockies,' say of the Rockies that they have a remarkable individuality and character in addition to special beauties of their own which Switzerland cannot rival."

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