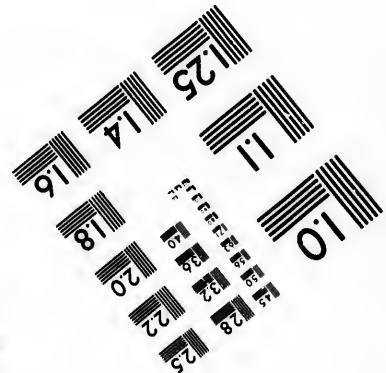
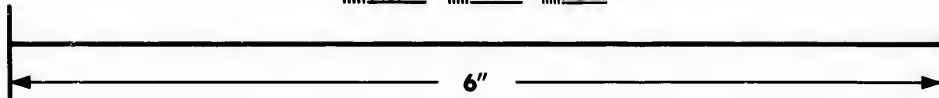
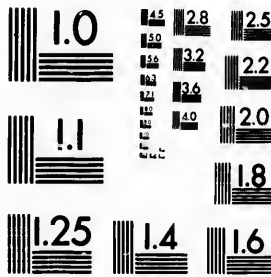


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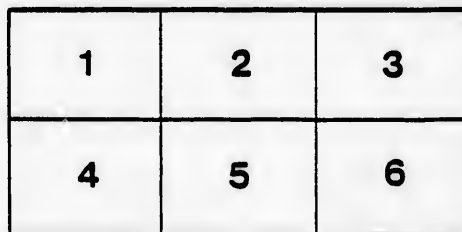
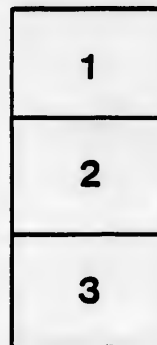
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THE DAWN
OF THE
TWENTIETH CENTURY,

As Pertaining to Newfoundland,

BY

ISAAC C. MORRIS.



NEWFOUNDLAND! FIRST-BORN OF BRITAIN'S
COLONIAL CHILDREN.

PRINTED BY G. S. MILLIGAN, JR.
ST. JOHN'S, N.F.

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Entered according to the Act of the Legislature of
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THE DAWN
OF THE
TWENTIETH CENTURY.

CHAPTER I.

A BRIEF SUMMARY OF THE PAST.

NOTE.

To more fully understand the subject of this pamphlet, it will be necessary to review the past, and also to compare the present.

In doing this we shall be very brief, as readers are already aware of what our past history has been. From such well known and scholarly writers as Harvey and Prowse, they have learned the details of our colonial settlement and extension. These authors have performed a royal work for our common country, and have succeeded in removing from her, the mists and misconceptions of ages.

THE pioneering of every country has been chiefly accomplished by the daring and perseverance of the few. Some were first in the arduous task, and those who followed closely in their steps, had equally up-hill work. Their difficulties were many, and their bravery commendable.

The history of colonization is in itself a thrilling one, and is well deserving the attention of the student; for it is only by slow and thoughtful research, that we of the present day can fully comprehend its meaning, or appreciate its worth. With the comforts and conveniences of the closing century around us, we cannot fully understand what early colonization meant, or what it cost. The leaving of home, the embarking in small ships, and then the long

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THE DAWN OF THE TWENTIETH CENTURY.

dious voyages which followed, were all necessary to the project; but they were only the first "rounds" in the ladder of "growing empire."

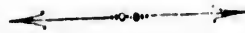
But these were not all; they were but the beginnings, the first steps of our aspiring national mother. Following these long voyages came the dreary years of isolation,—made still more dreary, because of the lack of mail service. During this period the suspense must have been keen; for friend and lover were almost totally lost to each other; some of these had parted with thoughts of early re-union; but not many of them ever realized their fulfilment. The journey was too uncertain, and long years were absorbed in ransacking what we of the present time, accomplish in a few weeks.

Great Britain has been the world's greatest colonizer, and the story of her children as they launched out into the opposite spheres of colonial heritage, is worthy of more study than we really give to it. In Britain's colonial extension, Newfoundland claims first place. She is the first-born of the Nation's colonial off-spring, and was the first diadem from the new world. With her began that policy of extension, by which her "Mother Empire" has since subdued so many lands, and civilized so many peoples.

A thrilling one. The out-cry of the New World aroused the spirit of daring student; for ringing in many breasts in different countries. Among those that we of the who undertook the risk, were the West Country fishers; long, or appreciwho, following in the discovery of Cabot, made his Newfoundland, the scene of their annual operations. These understand whahardy men came hither for the sole purpose of fishing; and the leaving of finding the waters to abound with Cod, Salmon, Herring, when the long etc., they continued to yearly increase in numbers. Of settling or remaining they thought not; indeed, those who



DEDICATORY.



To His Excellency the Governor,

SIR HENRY McCALLUM;

And also to his wife,

LADY McCALLUM:

*This pamphlet is respectfully dedicated
by the author.*

St. John's, N.F.,

Oct. 25th, 1897.





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dedicated



might have thought of such a course were promptly hindered by the proclamations of the Fishing Admirals: The Island was not to be populated; it was only a fishing station, and in the estimation of those in authority, it was not suitable for any other purposes. This erroneous idea was also held by those filling still higher positions, and as a result, the early colonization of the country was disallowed.

But time works out its own ends; and so was it with Newfoundland, for after a long delay the hindrances were removed, and the Home authorities began to acknowledge it as a fit place for their subjects to dwell in. It was not till then that emigration really commenced, or that colonial extension was considered. But the prejudice against the island was so strong and deep-rooted, that no great extension ever followed. The continent and nearer provinces of New Brunswick and Nova Scotia were getting a goodly contingent of settlers; but Newfoundland was not in the count. She was considered too far away, and was supposed to be wrapt in fog, or bound in ice.

Discovered four hundred years ago, it has been slow in its development, and cannot claim for more than the fourth of that period as being anything like a recognized habitation. This statement may appear more or less contradictory; but it is none the less true. Our past has been a misty one—slow in all its developments, and quaint in many of its notions. Other countries have grown into importance, and have taken their place in the trade of the times; but for Newfoundland there appeared to have been nothing beyond a stagnant stupor.

Her people who had become resident were entirely misrepresented, and were looked upon by many as being of the Race of the original inhabitants. Even their ancestors

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in the Mother country seemed almost to have indulged in this same erroneous idea. With the exception of a few particular cases of what may be termed "high families," those who settled, were literally lost to their ancestors; who, through misconceptions of the country and its whereabouts, looked upon it with feelings of dread. The Island was peculiarly isolated, and because of this, its people became almost lost to the outer world.

Some of those pioneers were a noble people, and represented families renowned in history. Many of their descendants are still in our midst, and have treasured in their homes, the heir-looms of many generations. Nevertheless, both the land and its people were misunderstood. It was this misunderstanding that lay at the bottom of our backwardness, and was largely instrumental in hindering colonial extension on the Island.

The Island was a fishing station, and as such it became renowned for the excellence of its products. As people began to learn of it, they did so in that light; which, so far, was quite correct. But this limited knowledge had a very serious effect; inasmuch as it withheld attention from the other good features of the colony. These views so intensified the misunderstanding of the outside world, that when the West Countrymen discontinued their fleets, the Island was almost lost sight of altogether. Wars and international questions engaged the attention of the Imperial Government, and in the multiplicity of official duties the national parent forgot, or at least neglected, her first born colonial child.

Thus time sped on, and other powers endeavoured to grasp from England, her New-found-land; but withal, she retained her hold, and maintained her honour: although at the same time not fully aware of the Island's worth.

There was so much to divert her attention, that it was literally unnoticed, and when it was referred to, it was only in an accidental, or secondary manner. England knew not her Colony's worth, because she considered not its size, nor reckoned on the importance of its position. She knew of her Gibraltar in Europe, but dreamt not that at some future date, a similar fort might be required in America; and that in this Isle she possessed such fort. So careless was she of such a position, and so heedless to the interests of her colonial subjects in this country, that in 1713 she agreed to the signing of the treaty of Utrecht; by which act, one-third of our coast-line became bonded to a foreign power. Besides this, she ceded to the same nation, the islands of St. Pierre and Miquelon; thereby fostering a competition, which has ever since been a snare to our revenue, and a menace to our trade.

But we must not dwell too much upon the past; with all its blunders it is gone, nor can it be recalled. Our present duty is to make the best of what we have, and to guard against those draw-backs, from which our country has suffered loss. The greater number of our readers are aware of the intricacies in which this diplomatic bungling has resulted, and of the serious hindrance it has been to the satisfactory operation of our commerce.

Our position in the past was pre-eminently detrimental to any progressive movement, and our surroundings were mainly instrumental in creating that one-sided policy under which we so long laboured. With abundant other resources at hand, we prosecuted only the one. We looked so much to the sea, that we failed to discover its counterpart in the land; hence, when the sea began to fail us, there was no any reserve upon which to fall back. Thus was it, that with a growing population, and an unopened, and comparatively

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unknown country, there was but one course for hundreds of our people to pursue; and that was,—emigration. Yes! strange as it may seem, incongruous as it may appear, hundreds, aye, thousands, had to emigrate at the very time when hundreds of thousands were pouring into the American continent from the Old World.

At a time when our population should have continued to increase, we were scarcely stationary. When we should have been engaged in the development of our heritage, we were forsaking it; and because some went, others had of necessity to follow in their steps. Thus it was that we fell behind, and that in the onward march of the Western Hemisphere, Newfoundland became the laggard. With such a past is it any wonder that we became stationary? No! the wonder is, that we are a people at all.



CHAPTER II.

THE PRESENT, OR THE CLOSE OF THE 19th CENTURY.

NOTE.

Of late much has been said, as to the wisdom or otherwise of the Reid Contract. On all sides people have freely expressed themselves, both for and against it. Like most questions of its character, it has received its due share of partisan criticism; those for it, having gone into one extreme, and those against it, into another.

Politics have had a good deal to do with the discussion, and sometimes the topic itself has been actually lost sight of in the heat of debate. But it is very evident that most people believe in some such a measure as the Reid Contract implies. They acknowledge that it is about time that "this Newfoundland of ours" be opened up, and its long-talked-of resources tested. They approve of such a contract; but disapprove of the figure at which it was ratified: and even some who look favourably upon it, seem to think that it should have been given more time for consideration and debate, ere it became law.

Others again think that such a contract is too great, and embodies too much real estate for one man to control. They think that it is nothing more, nor less, than a huge monopoly.

But all agree that some such enterprise is necessary, and that the Messrs Reid are the right men to carry it on. With this latter opinion all must certainly agree—the excellence of the work already done by this firm, is sufficient guarantee of this. Whatever views we may entertain as to the possibility of monopoly, or the price paid, we must confess, that the contractor has displayed a great amount of faith which must materially effect the future prosperity of the country.

It is because of the possibilities of this contract, combined with the impressions made upon my mind during my recent visit to Bell Island iron mine, that I have decided to write this pamphlet. All I desire, is, that it be read; and then I am fully satisfied to bear whatever criticism it may call forth. The reader will find it independent, impartial, and original. I have not quoted any extracts, but have written just what I think, and exactly what I believe. Into its pages is no word admitted that will not bear the search-light of truthful investigation. Next to my country I love a clean press; therefore, I shall not write any sentence, to which I cannot conscientiously subscribe my name.

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The present condition of any people is largely the outcome of their past surroundings. If the past have been rugged and disappointing, then they are the better for its discipline; because, such an experience makes the better man. The best soldier is he who has seen action, and who in the heat of battle has had "his eye teeth cut." The best sailor is he who has been storm-tossed, and who, amid the wreckage of Old Neptune safely reaches land. The experience of the battle-field, and the hardships of the storm, impart such a knowledge, as the fair-weather novice cannot attain unto.

Newfoundland may be said to have had a rugged, stormy past. The course of her development has been principally one of suspense; but from all this labyrinth of doubt, she has emerged into her present status. What then is her present status? and how stands she in the light of her past? Her position is somewhat like unto a man, who, by perseverance and patience has succeeded in constructing for himself and family, a large and well-laid-out house; in which he has several unoccupied and unfurnished departments, and to properly furnish which, he will require additional capital, and then it will further require a larger tenantry.

In comparison with the past we are far in advance of even a decade ago, and are now better understood than ever before. At present we are about acknowledged to be a people, and our country is admitted within the circle of the habitable parts of the globe. The illusionary fogs which so long enveloped us are now penetrated by the medium of the press, and we are forever liberated from those hazy conceptions to which they gave birth. People who geographically are our neighbours are no longer foreign to us, nor we to them. They have come to realize the fact that New-

foundland is not so very far from them after all, and that the people who inhabit it, are, like themselves, the children of the century's earlier emigration.

The press has more to say of Newfoundland to-day, than ever before ; and wherein it was once looked upon as being a sort of out-of-the-world, it is now fully admitted to be a part and parcel of it. The country has been newly discovered in its true light, and found to occupy an important place. Unique in its history it is equally so in its position. Situated as it is in the mouth of the Gulf of St. Lawrence, it is important as the reckoning point of Atlantic navigation between the Old and New World. But we are daily becoming more than this, and those who once passed heedlessly by our shores, are now inquiring of us, and many of late have stepped off at our capital at the east, and crossing the interior by rail, have re-embarked at the west. Those people have beheld the country for themselves, and some who formerly thought it but rock, have discovered land, and also landscape.

Our present status is far in advance of any prior date in our history. Whether we consider our industrial pursuits, or our educational advantages, our means of transit or our access to the interior ; or in whatever department we may review our standing, we find the pleasing revelation that matters are improving. Our financial position is on a firm basis, and the public mind was never more healthy. Our people are being better educated, and an improved style of homestead is gradually supplanting that of the past. Our roads are better built and further extended than ever before, thereby making communication an easy matter, and greatly expediting the wheels of trade.

But what shall we say of our railway and telegraph system ? and what shall we say of our general industries ? O

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the latter it can be said, that they are increasing annually. The fisheries, which have been the main stay of the people, are still prosecuted with vigour, and will ever continue a leading industry. Those fisheries of seal and cod, salmon and lobster, have generally given a reasonable return; but owing to the entire population having been principally dependent upon them, the strain became too great for them to bear. They were over-prosecuted, and thereby rendered unprofitable. Thus it was that our fishermen became impoverished, while those who undertook the risk of supplying them, found themselves insolvent. With all the wealth of good voyages, there was lacking that spirit of economy which is practised to-day. Our system was an expensive one, and was carried on, in a most extravagant manner. But to-day a much better system is in vogue, by which a shorter credit, keeps a safer account. With these advantages it is not utopian to expect that an all-around improvement will follow, and that the average catch of a season, will better remunerate both buyer and seller.

Unlike the past, the present has additional industries to those of the fisheries; which, while they are but auxiliaries, are of great value. It was the absence of these auxiliaries in the past, that so limited the earning power of our people; and it is because of their existence at present that we speak so hopefully. Does the reader ask what these additional industries are? Then, to his inquiries we shall reply by beginning with the growing industry of the lumber trade. In this branch alone a large amount is invested, both of local and outside capital; and the greater portion of local demand is supplied by our own mills. Until recently this was not the case. The bulk of our lumber was imported, and hundreds of thousands of dollars, that are now circulated within the country, were annually sent out of it. In

this we have an increase in the country's earning power, by which a large number make a comfortable livelihood. The loggers and mill-men are as much a recognized class of artisans to-day as any other class of workmen; but these terms were scarcely known a quarter of a century ago. In connection with the lumber trade, there is also the loading and shipping of cargo, with all their attendant disbursements which in cases of large shipments for the foreign markets include a considerable amount of money. This money is paid chiefly to the working classes, and it being mostly a cash transaction, there is room for the intermediate or middle man to compete in trade.

Under the further discussion of the lumbering industry comes that of pulp wood. This branch may be looked upon as a satisfactory illustration of the latest development of our wood-lands. Of our forests and timber lands some have spoken disparagingly; but we do not think, that any will dare to open their mouths, against the possibilities of these areas producing an abundance of pulp wood. For the supply of this material, Newfoundland is particularly adapted, and if the necessary precaution be taken, renewed growth can be secured. At the present time there is a large plant for the manufacture of pulp at Black River, Placentia Bay; and if but half the reports be true, then there is not any margin of doubt, as to its success. The raw material is to be had in abundance in that vicinity, and the output is large and of excellent quality.

In itself, this branch of the lumber trade has introduced a new and entirely unexpected industry; by which many new avenues of employment have been opened up to many of our people, and a new means of support brought to their doors. Thus it is that one new industry necessarily creates another, which, in the aggregate benefits the country, in

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general. The pulp industry is now only in its infancy ; but the success of the present will certainly result in greater developments.

Passing on to the next great auxiliary we come to that of mining. For a quarter of a century this industry has been operated in a somewhat fluctuating manner, the copper mines of Tilt Cove and Bett's Cove, being the chief centre of operation during that period. For a while it appeared as if a great "boom" was setting in at those localities ; but it did not continue, nor did it culminate in the most satisfactory manner. There were different draw-backs. It seemed that the right time had not yet come, and that speculators had acted prematurely. But to-day there is an increased demand for copper, and the out-look is in favour of future operations.

Besides these copper mines there has been that of Pelley's Island, where iron pyrites is mined to a large extent. These three mines, with other smaller ventures, were the principal mineral industries up to a very recent date ; and their operation was a means of support to thousands. As a result of these we have in our midst another class of workmen quite different, either from the logger or the fisherman, viz.—the miner. These men, we understand, are very clever in the performance of their task, and have been termed "experts" by some of the best mining captains in charge of these particular mines. But mining in Newfoundland is only in its infancy, and the present operations are nothing more than fore-runners of future expansion. By their introduction new ideas have been imparted unto our people, and new hopes infused into their breasts. The effect of this is very marked, and is seen in the aspirations of remote places toward the improvements of the age.

The operation of machinery, which to many was a mysterious factor, is now a familiar art; and the puffing of the steam engine is heard around the island. The mistiness of the past lives only in memory, because the inventions of the age have entirely eclipsed its crude ideas. Science is now understood where once it was doubted, and the quaintness of thirty years ago is lost to the children of the present generation. The new ideas of newer industries are changing the features of our trade. Our appliances are all modern and quite up-to-date, and everybody seems on the alert to achieve his best. The puff of the steam engine is no longer confined to the saw-mill or the ship; for these are already augmented by the equally shrill whistle of the locomotive. Our hitherto locked-up country is partly intersected by lines of railway, and the impenetrable forest is now thrown open, and its fastnesses laid under tribute to the rails of the iron horse. The solitudes of the interior are broken in upon, and where the scream of the lonely night owl, and the yelping of the wolves, were once the most familiar sounds, the voice of man is now heard in superior tones. The stillness is broken by the approach of busy men from the city, and the ancient Indian trail, is superseded by the railroad. Our interior is now accessible, and that which lay so long unknown is no more a mystery. The solitude of ages has been intruded upon by the ruthless (?) hand of advancing civilization, and now in the closing days of the dying century we are having our own doors thrown open to us. How opposite.—A closing century, but an opening country.

The introduction of the railway has proved the redemption of the country; because by it there is a possibility of developing our latent resources. These resources consist of various mineral deposits, which only await the invest-

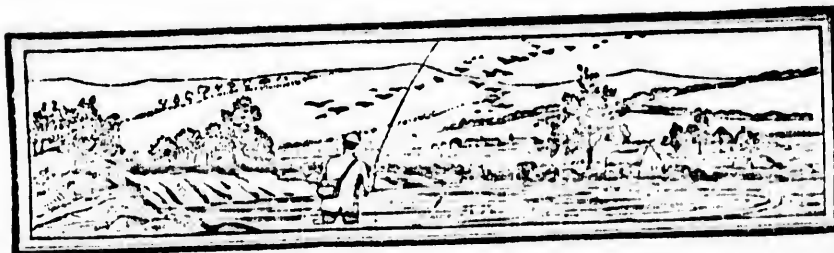
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ment of capital, and the touch of labour to prove their worth. For long years their existence has been known ; but owing to our extreme isolation, and also our extreme misrepresentation, we were unsuccessful in attracting the ear of the speculator. But now the door is open to him, and he is listening to enter, and already the shadow of his millions is upon us. The phenomenal success of Bell Isle mine has awakened his interest, and the increasing demand for mineral products improves our chances. Bell Isle mine has surpassed the most sanguine expectations of the public, and its success is telling greatly in favour of our other mineral deposits. All the indications of the present are bright-sided and hopeful, and the hour of opportunity is evidently dawning upon us. Our present is much brighter than our past and bids fair to continue so, far into the future.

These industries to which I have particularly referred, are what may be termed the staple industries of the country ; on these, the different arts and trades are dependent for employment. They form the great core of our industrial fabric, in which all other branches centre. Of these we have some large plants, such as our factories and founderies, with additional other branches of skilled labour. Some of these factories are large and well equipped with many of the latest improvements of modern times. Especially is this the case at our extensive Rope Works, and larger shoe factories, and machine shops. Of these institutions it may be further said that they have principally developed into their present dimensions during the last decade ; while others of them are not more than double that period in existence. All these facts when taken into consideration, give sufficient proof to what is here claimed, viz.—that the present is far in advance of the past. Add then to these industries the other arts and conveniences which have sprung up in our

midst ; such as telegraph extension, telephone communication, fire protection, street railway, hotel accommodation, photographic achievement, with other equally important improvements, and it will be readily perceived how far in advance of the past, is our present.



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CHAPTER III.

THE CENTURY'S DAWN.

Ever onward in their course speeds the chariot wheels of Old Father Time, never once ceasing in the whirl of their revolutions; or pausing for a retrospective view. No sooner is the cycle of one year completed than another immediately springs into existence, and commences its ceaseless round. Thus has it ever been since first the clock of Time was wound up, and thus shall it continue to be until its pendulum shall have swung its last tick, when "Time shall be no longer."

With the closing of nineteen hundred, another century will have passed, and then shall burst upon us the dawn of the twentieth. Already the world is arousing itself to hail the approaching cycle, and in various spheres a way of preparation is being made. To do this is but natural, as all such events awaken a special interest. What these celebrations will consist of, it is not within the province of this pamphlet to deal with; therefore, overstepping the advent of the century we will look out upon it, and as far as is reasonable peer into its dawn, and ascertain what it may mean for Newfoundland.

In this forecaste it is not the intention of the writer to allow himself to be led away by any fanciful theories, or to boast of impossibilities. Both reader and writer are well aware that such a delusion may easily be indulged in; hence, for this reason it demands our strictest vigilance. Celebrations and anniversaries are notable for exaggerations in speech which are generally allowable for what they are worth; but

when the line of demarcation is drawn these exaggerations fail, and like the bubbles which they are, they burst; thereby exposing their nothingness. Poetical or fanciful as the theme of this chapter may seem, it will be treated only on the lines of hard fact; and such deductions made as are within the radius of the premises.

The prosperity of every country very largely depends upon the quality, as well as the variety, of its products; but unless these resources be developed they cannot benefit their owners. No more can the money of the miser hoarded in some closely guarded corner, increase; than can its equivalent, either in collateral or stocks, if they be not exchanged and traded upon. To create an increase there must of necessity be a turn over. It is the principle of the Great Teacher as implied in the parable of the talents; and is worthy of application in our own particular case. The talent may be capable of increasing to ten, or twenty, or even to a hundred fold, if used; but if buried in a napkin, it must remain the same.

In our case the talent is represented by the latent resources which are certified to abound throughout the Island. Of the existence of these resources there is no further room for doubt; hence, we take it that there are resources. Numerous surveys have certified this fact. Such authorities as the Messrs. Howley and Murray, with many others, have prospected and surveyed the land, and it only requires a perusal of their official reports to learn what they have discovered. These reports tell us of iron and copper in abundance, of coal and asbestos, of lead and silver. They further tell us of marble and granite, of slate and fire-clay, and of lime-stone and gypsum. In addition to these valuable deposits, they also refer to our timber lands and agricultural districts, and in-land seas.

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These valuable deposits have lain in their natural state for ages ; and like the talent, they have failed to benefit anybody. But now a reckoning time is at hand, and these hitherto profitless assets are about to be utilized by being placed in the market. Never was there such an opportune moment for us, and never were we in such a favourable position to cope with our chances, as we are at present, and never were we so well understood as we are to-day. The misunderstandings of the past have been considerably removed, and the operations of the present are forwarding the good work. In many of the leading magazines and journals of the day, we now and then find ourselves the subject of favourable comment and wholesome criticism. In financial circles the Island is being favourably looked upon, and speculators appear more inclined to invest than they have hitherto been. The Reid Contract has literally resurrected the Island, and the Whitney Syndicate has proclaimed it from the housetops.

Upon these, and similar gigantic measures, the future development of the country chiefly depends ; because in the course of their operations a thousand and one branches both of skilled and unskilled labour, must of necessity be established. The operation of these two interests will eventually lead to the advent of similar speculations by equally large companies. Everything that such concerns require is here for them, under the most favourable aspects. If they want iron they can find it in abundance ; if copper they will find the same ; if asbestos they have it already located, and if petroleum, they have the wells already bored. The way is opened before them, and the most difficult part of the work is performed in advance. The lodes and deposits are already located, the interior is unlocked, and the iron rails span the land from end to end. Besides these, there

is an abundance of water by which any degree of motive power can be generated.

To a very considerable extent the pioneering is accomplished, and the time is ripe for active operation. What we possess is actually in demand, and as we write the demand is increasing. Our turn is surely coming, and with the century's advance it will be the more fully availed of. The large amount of capital already at stake affords ample assurance of further operations, and the millions of dollars of purchase money must be supplemented by millions more of current capital. The circulation of this capital will create other avenues of employment by which hundreds of families will be enabled to support themselves in comfort.

Among the chief industries which in the future will rank with our great staple—the fisheries, those of mining and pulp manufacture will occupy first place. To the present time we have been awaiting for the moving of the waters, and now that they are being troubled we are ready to step in. Like the sick man at Siloam's pool we have waited long, not having any friend to assist, or to apply the remedies. But the hour of our redemption is at hand, and the blessings which have so long lain at our feet, are now about to be realized. Our surface is to be opened, our forests are to be hewn down, our ground is to be tilled, and our fisheries supplemented.

Perhaps this may seem like empty sentiment; but it is more. The advanced operations of the present are the same as this, only in a lesser ratio; and this ratio must certainly increase with the opening century. All our surroundings point to an increase along these lines, and the indications of prosperity are in our midst. The waiting time has been a prolonged one; but now that it is closing, we must en-

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deavour to forget its suspense. Whether we approve or disapprove of what has taken place, we cannot fail to perceive that rapid development is at our doors. Amid all the discontent of fault-finders, amid all the bickerings of extreme party politicians, amid our politics in general—of which we have had too much—there looms in our midst, the long-hoped-for broader policy, of expansion.

Who of us ten years ago would have thought that a railway would so soon tap our bays, and cross the country? Who five years ago would have indulged the fancy of sleeping and dining cars for Newfoundland? Who four years ago would have ventured the hope of seeing an extensive pulp plant erected at Black River, Placentia Bay? and who, even within a later date would have dared to assert that Bell Island would so soon be the scene of such extensive mineral operations? Such anticipations were beyond us, and lay within the border of impossibilities. But now we have them; with all their enormity they have almost imperceptibly matured, and the far off and apparently impossible is now our daily heritage.

But great as these departures have been, and much as they represent at the present moment, they are nothing more than the stepping stones to what will follow in their course. They represent the first movings of the wheels of progress in the future development of Newfoundland; and as the century advances their velocity will increase. From North, South, East and West we have indications of a new era by which Newfoundland shall not only be known as a great fishing country, but also as a great mining centre, and tourist resort. The past season has witnessed a greater influx of tourists than ever before; and from all that can be gleaned, the impressions made upon them, are in our favour.

Our country possesses many attractions for the tourist. Its rugged sea coast, its deep indrafts of salt water, and its large bays, dotted with islets, give just such a variety to the scene, as makes the whole a picturesque one. I have conversed with several of the leading travelling men of the day, some of whom have skirted the island. Prominent among those, is John Fretwell, Esq., a gentleman who is acknowledged as a man of travel and letters. In referring to our coast-line, and especially to Notre-Dame-Bay, Mr. Fretwell was enthusiastic in his praises of the scenery. He said that in his travels in the Mediterranean among the beautiful Ionian Islands he had not beheld anything to surpass the beautiful and variegated scenery of the islands of Notre-Dame-Bay.

Surely this testimony from such an authority is very encouraging. Some may, perhaps, look upon it as flattery, but those who have beheld these scenes for themselves will agree that Mr. Fretwell's statement is fully substantiated. The coast-line scenery of any part of Newfoundland is not beneath the attention of those, who, in rugged nature, behold beauty and grandeur. The view at Bay of Islands, near the entry to the Humber River, is of itself worth a visit to that place; for there is to be seen such a variety of views, as few places present. The towering islands are like the sentinels of an army of some by-gone age.

But it is not necessary to prolong our statements; because the scenic grandeur of the land is becoming known, and the testimony of hundreds of tourists, who, during the past season have patronized us, is the best advertisement the country can have. These people have seen for themselves, and are satisfied. Our cooling breezes have fanned their brow, our clear crystal water has quenched their thirst, our richly luscious wild fruits have delighted their taste,

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and our open hearts have given them a welcome. From the brooks and streamlets of the interior they have hooked the "speckled beauties," and from the rich foliage of our shrubbery they have leisurely plucked the wild flowers. They have rambled in unfrequented spots, where hitherto the foot of white man never trod, they have strolled along the river's bank, or up the towering hill-side ; and have discovered in it all, that enjoyment which they sought.

At this date the majority of them are at their homes, and since their return some of them have given to the press, glowing accounts of their tour. It is these publications that will tell so much in our favour. What one writes, thousands read, and what thousands read many more hear of. Thus it is that our sky is brightening, and that the century's dawn is favourable to our interests. We are becoming much better known, and that in our true light, and every season the good news is spreading. Such opinions as those expressed by Sir William Van Horne, J. Rupert Elliot, John Fretwell and Bickles Willson, and their contemporaries ; cannot fall to the ground, or fail to attract the public ear. These influential persons have given the word, and on the wings of the press it has been wafted across the Atlantic, and borne around the continent.

The activities of the industrial world will make the comforts of the traveller all the more certain ; because, where trade leads and capital is invested, improvements must surely follow. This increase of traffic is already calling for larger hotel accommodation, and in response to this demand, the erection of this class of buildings in different vicinities, is in contemplation. The Crosbie, the Waverly, the City, and the Metropolitan, with several others, have, during the past season, been taxed to their utmost capacity.

We are all pleased to learn that these hotels were so well patronized, and in wishing them continued success, we likewise hail the erection of larger and more commodious structures.

In my second chapter I have referred to the pulp industry, and in this chapter I must resume the subject in its future aspects. Pulp, like iron is in growing demand, and the purposes for which it is used are yearly increasing. Couple with this the fact, that these countries which have hitherto supplied the raw material, are becoming exhausted in their supply, and we readily perceive how good our own chances are. The lack of supply, with the increase in demand will eventually turn the attention of other companies toward our country, where they will find a vast area of wooded land which is well adapted to meet their requirements.

Of all the likely sites for extensive pulp manufacturing, that of Grand Lake is unquestionably one of the best. The abundance of wood and the abundant space for buildings are fundamental requisites, while the great lake itself is of no less importance. At this place we understand a large plant is soon to be erected; and if the price paid for the plans and designs of the works is to be taken as a criterion of their total cost, then we are safe in assuming, that these works will rank amongst the most gigantic of the age.

The erection of these buildings with their costly machinery will entail the out-lay of our enormous amount of money, and their further operation will afford employment to thousands of operatives. With such a huge industry established in such an inviting district, it is not over-stepping the mark to suppose, that at an early date the solitude of this spot will be broken, and a flourishing town spring into existence. This may seem somewhat exaggerating; but we think that the extensive scale of the proposed plant, in conjunction

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A town or city at such a beautiful place will possess special features of attraction for the tourist. Grand Lake has been well termed an inland sea ; it being fifty-six miles long by five miles wide. With a busy manufacturing settlement near its borders, it is not unreasonable to expect that yachts and steam launches will be placed upon its waters, and that its nooks and arms will become the scene of occupation. Such a territory is destined to be inhabited, and when once the way is opened, a tidal wave of occupation will surely set in.

It is not necessary to dwell at length on any of these future aspects of the country's prosperity ; because they bear their own testimony, and without undue anticipation they will certainly tend to increase our present limited earning power. With the operation of pulp mills and iron mines, there must of necessity follow the usual branches of commerce with its various channels of employment. By these means, many who now find it necessary to emigrate will no longer need to do so ; because they will find near their doors the employment which they seek. These people do not desire to forsake their country ; but in the past they have had to do so. The labour which they give to other countries, they would be quite satisfied to give to their own ; and now that a brighter day is evidently dawning upon us, we may expect a large increase in our population.

But wood and iron are only a portion of our latent resources. What of further agricultural pursuits ? What of sheep-raising ? Where is there a more suitable site for extensive sheep-runs than the slopes and levels which the neighbourhood of Grand Lake presents ? Why not such

a concern as the Royal Stores' Clothing Company, raise their own wool for manufacturing purposes? Surely such a project is not impossible; our neighbours of the Lower Provinces do it, and why not we? What of poultry raising? Why not somebody invest in a hennery? Will not the city consume as many eggs and need as much poultry in the future as it does now? What of the supply of the Christmas goose? What of our wild fruits? Are they to annually bud forth and ripen only to be left for autumn gales to dash to the ground, or are they to be gathered and turned to account? Who that has travelled any distance back from our sea-shore, has not been impressed with the size of our blue-berries, and has not wished that some means of canning might be adopted, whereby such a dainty and plentiful fruit, might benefit somebody? I have seen the process of putting up these berries by our neighbours of the Annapolis Valley, Nova Scotia; and think that the same mode can be practised here.

What of the theory of cold storage for our surplus catch of codfish? We have been hearing of its utility and benefits for some time, and are inclined to accept its claims; because we believe its adoption will considerably enhance the value of our great staple. Up to the present time it has not been found feasible to adopt such a system, for the reason that our isolation was too great. We were too far estranged from our likely customers; but by our increased, and increasing, steam facilities, and by our improved railway system, we are now in a position to test its properties. When the waters of our large bays are plied by swift steamers, which in their total circuit will circumnavigate the island, then the system of cold storage will assume practical shape.

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We cannot but believe in such a system. Its adoption will solve the problem of our limited, and oft' times congested markets ; while at the same time it will largely supplement the earnings of our fishermen. Especially will the latter be the case with that section of fishermen, who, along the Western Shore, prosecute deep-water fishing throughout the greater part of the winter season. These men toil hard ; but their returns are not adequate to the hardships which they endure from exposure in their small skiffs and open or deckless boats. At present there is no means of redress, nor is there any chance to ameliorate their sufferings ; they have simply to do their best, and put up with what comes. But cold storage will meet the wants of their particular case, and when once adopted, it will prove their salvation.

In passing let us pause for a moment or two, and consider what is really implied in the foregoing reference to winter-fishing from the harbours of the Western Shore. I have been over the territory myself, and have sailed as passenger in some of the skiffs used by those people. I have examined some of their open boats, and have interviewed the men who man them. For myself I have seen what I here write of, and have learned from the fishermen's lips the story of their hardships. They did not tell their story in complaint ; but spoke of it as the usual routine of life. Our fishermen are not a complaining class ; they are frank, open-hearted men, who generally speak the truth, and show great respect to those who talk kindly to them.

At early morn the start is made for the fishing grounds. The water is very deep, and requires sixty, and sometimes twice that number of fathoms of line. This entails prolonged exercise in throwing out and hauling in—plying their lines. Usually the under-current is very strong which neces-

sitates the use of heavy leads. The boats used are comparatively small, and in some instances, not fit for such work. The whole process is fraught with hardship, danger, and exposure.

But withal, the men keep at it, and are fairly successful in their efforts. It is their chief means of support; but owing to the system of trade as practised, they do not reap that reward which such industry deserves. They sell their fish green, *i. e.* fresh, as it is caught, without salt or curing. The fish which they catch is mostly of a large size, and of superior quality. Such fish when cured and ready for market, usually averages four dollars per quintal, or hundred-weight. But these men cannot afford to keep their catch until it is made. Their condition is such as necessitates the immediate disposal of it when caught,—which they do for one dollar per hundred-weight.

For one hundred and twelve pounds of fresh codfish, this sum is questionably small; but questionable as it is, the circumstances of the case seem to justify it. With such a price given, and with such hardships endured, is it any wonder that many of these brave men who prosecute this winter-fishery, are poor, and that ere life's prime is passed, they bear the impress of premature old age?

It is this class of fishermen that cold storage will benefit. The quality of the fish which they catch, is just such as a Cold Storage company requires, and the season of the year in which it is caught, is the time when a market can be the more easily found. Whatever the hardships of these deep-water winter-fishers may be, they are quite content to bear, them being inured thereto; but they are not content to receive such a small sum for their risk. Let us therefore hope that with the opening century this desirable project will be introduced, and that its advantages will soon benefit our people. With swift steamers on our bays, and daily

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communication with Cape Breton, we see no reason why such a hope may not be speedily realized.

In thus particularizing this section of our fisheries, I do so by way of illustration. What is here claimed, is equally applicable to other portions of our fisheries, and perhaps to our lobsters, and certainly to our salmon; yea, and simple as it may appear, even the smaller bait fishes may be found of greater value by cold storage.

Thus we may go on until all the different industries of the country are enumerated; but what is the use of further discussion? The reader can see that the advent of a new era is approaching, and that the dream of the nineteenth century is about to be fulfilled, in the reality of the twentieth. A forward movement is upon us, and is now a part of our policy, and the making of this movement a success, will mean work for many of our half-idle people. This movement must go ahead. It is a "boom" destined to spread, and set in motion the wheels of trade and commerce. There is so much at stake, that those interested dare not halt; but rather must they push on, until by perseverance, and we trust good fortune, they will reap a safe return for their vast outlay. They have displayed great faith in the country, and every person who is open to impartial opinion, must have ere this said "God-speed" to them.

Next to employment we need an increase of population; but it is only by the introduction of new industries, independent of, and separate from, the fisheries, that this desirable end can be accomplished. Our fisheries are our main stay; but they cannot be expected to support a larger population than we at present have. True, their returns may be increased, by the adoption of such improvements as have already been referred to. But what we really require is an increase of people who shall be independent of the

fisheries altogether. A class who shall be just as expert in the operation of other industries, as our fishermen are in the prosecution of the fishing industry.

In our fisheries we possess a rich heritage, but it is not judicious to jeopardize their worth by over-prosecution. With additional industries this danger can be averted, and at the same time the general earning capacity of the country be increased. This increase will stabilize the business of the present, and the re-action of the whole will be beneficial to the Capital. If the country prosper, the capital must certainly feel the result; for in it centre the sinews of trade. Already it is feeling the impulse of a newer day, and as the course widens, and trade increases, so will the way "the brighter grow."

Let us then awake to the importance of the hour, and let us buckle on the armour, for the fulfillment of those duties, which elicit the support, and claim the attention, of every man who feels himself a Briton, and who is interested in this the oldest child of Britain's colonial life. This child is our land, and whether it happens to be by birth or adoption that we find ourselves of its population, let us see to it, that we are worthy citizens and faithful public servants. Let us do our duty, and with hope and perseverance, hail the dawn of the Twentieth Century.



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CHAPTER IV.

CONCLUDING SUMMARY.

IN writing about such subjects as the foregoing, it is not an easy matter to explain one's self to the entire satisfaction of the reader. There are so many different aspects in which every question may be viewed, that it is quite possible for very opposite conclusions to be arrived at. As I have already stated, what I have written, are simply my own opinions, based upon the signs of the times, and the possibilities of the Railway Contract. I lay not blame nor credit to any political party; but have written entirely independently of politics of every shade. The politics of our country have not been conducted in a manner becoming gentlemen aiming at such responsible positions. The good on each side has been belittled by the party feelings of the other, and one side has rejoiced at the apparent weakness of the other. Even the heroic success of Mr. Bond's Loan, was carelessly passed by in session, and bitterly denounced in print, because of ultra party feelings.

To locate the source of this evil, would require a separate pamphlet. Some think that it rests with the people, and others think it rests with the politicians themselves; but it is very evident that we are all in fault. The people are or what is usually called public opinion—is rather versatile. Four years ago they were awaiting the opportunity to change the late government, and now they are awaiting the opportunity to change the present government. It is the way we do things, and will continue so, while party interests are so keen. But as it seems necessary to have political parties, we should be satisfied to support the good of each, and respect them in turn.

It is quite easy to find fault with those who rule us ; but perhaps if we gave them a little more genuine sympathy, there would not be so much room for fault-finding. Whatever opinions we may hold as to the superiority of either party, we must certainly agree that each has done good. "Honour to whom honour is due," is a Divine precept, which we all do well to apply in every walk of life.

We speak of our railways and dock, our telegraph extension and steam communications ; and we rejoice in their conveniences and comfort. It is by these agencies that we are making such rapid advance towards a better era in our history. But we seem to be losing sight of the name which was so prominently identified with the introduction of our railway system, and to forget how bitter was the opposition to his measure. Our country's development lies in the operation of her railways, and whatever success attends these developments, will add lustre to the gentleman who first introduced the railway Bill. Since that date—1881—he has had many severe attacks in public life, and latterly deep bereavement in his family circle ; but he has lived to see the railway completed, and he now enjoys the quiet of life's evening, in the land for which he did so much. To the strenuous efforts of the Right Honourable Sir William Vallance Whiteway, K.C.M.G., the railway of to-day owes its inception.

We say the railway is a great factor of progress, but it is not the only one. There are other agencies, which, in their sphere are also of importance. Among these, that of the press occupies a leading place. We owe much to our own local papers, both of the city and out-ports. Though considerably cut off from speedy outside communication, they are generally up to the demand with their despatches. In their editorials they are independent, though in some

instances indiscreet. By them the common people have been largely educated, and kept in touch with the events of the hour. Their influence abroad has been instrumental in arousing the attention of those who overlooked us. We hail the liberty of the press, and while acknowledging all the benefits which we have derived, and still are deriving from it, we would all feel the better, if its columns displayed a little more regard for its contemporaries of the opposite side. True, the editors have difficult questions to discuss, and in the heat of the moment they sometimes over-step the limits of propriety. But withal they have done a great work, and are deserving the appreciation and the support of the public.

Next to the editors may be ranked the contributors to their columns. These persons are divided into two distinct classes; those who give their names, and those who avail themselves of the shield of a *nom de plume*. It is not necessary that a correspondent should always write over his name, but many very able and scholarly articles are passed over by the reader, for no other reason than lack of the author's identity. Thus the loss becomes two-fold—the labour and ability of the author are unheeded, and the reader loses the benefit which such writings may contain.

Then again we have those who fulfil the important positions of correspondents for the leading English, Canadian, and American papers and magazines. These gentlemen are doing a noble work. They have kept our country before the nation's eye, and have shown by their diligence and perseverance that Newfoundland is more than "rock." The tidal wave of intercourse that is now setting in towards us, is in no small degree, due to the writings of these persons. Notwithstanding the rashness of some who have earned for themselves the unenviable sobriquet of "the

despatch fiend;" the result of these correspondents is telling largely in our favour. They are promoters of the general good, and every year their work is becoming more effectual. Perhaps to some, their efforts may not appear of any great value; but where duly considered, they are fully appreciated.

And now in closing, we wish to add a word or two in relation to the dedication of this pamphlet to His Excellency the Governor, and his wife, Lady McCallum. Of late His Excellency has been the subject of unnecessarily extreme criticism. Even his visitation to the outports has been spoken lightly of. Those who have deemed it becoming to do so, have no doubt justified themselves in their own minds as to their action. They disapprove of the step, and have published their disapproval broadcast o'er the land, in their own journal. I approve of the step, and express my approval by the same medium as they have done, i.e., by publishing it in my own pamphlet; and further by getting His Excellency's permission to dedicate this pamphlet to him.

In the past we have enjoyed the rule of some able governors. They have done their duty well; but they did not learn much of the real domestic history or social environments of the people. We are not unmindful that Governor Glover crossed the country, as did a Cormack. We are also mindful that Lady Bannerman associated with the people in the commoner walks of life; and we recall with approval all the good traits of those who have represented Her Majesty in this her oldest colony. Many good examples were shown by them; but we think that our present Governor, Sir Henry McCallum, has outstripped them all, during the short time he has been amongst us.

His Excellency's attitude towards our brave sealers last spring surpasses any act of the kind by his predecessors.

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Sir John Hawley Glover and others, visited our sealing ships, but Sir Henry McCallum did more--he assembled their crews in processional order and led the way to the spacious auditorium of the Prince of Wales Skating Rink, and there standing upon the ice, he addressed them in words inspiring. By his speech he showed that he was intent on the welfare of our countrymen; and he also showed that before ever we had seen them, he had read of their daring deeds and hardihood. It was His Excellency's first public act towards our people, and it must certainly have elicited the admiration of every impartial lover of his country.

Since that time His Excellency has continued to display the same magnanimous spirit by various actions. Of these the most important was that of visiting the outports, and seeing for himself the condition of the inhabitants. It is only by such means that the situation can be properly taken in, and the real necessities of the people, and peculiarities of the Island be learned.

The country will be the better for His Excellency's visit, and the interest awakened thereby will long remain a chord unbroken.

And now our tale is told, and with the reading public rests the verdict. If its sentiments will in anywise inspire the reader to a greater faith in the country, then the author has succeeded, and is sufficiently repaid for any pains which he has taken. What he has written is for the common good; for that end he has ever laboured, and with that object in view, he sends this pamphlet forth.

THE END.

