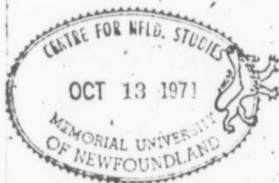


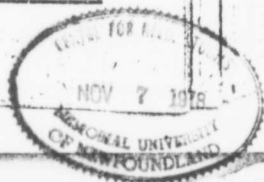
*The Golden Age*  
OF  
*Newfoundland's  
Advancement.*

*Striking Portrayal of its Progress  
the Past Fifteen Years.*



*The Paper on which this Pamphlet is Printed  
was made at the Harmsworth Mills  
at Grand Falls.*

1910.



## Prosperity of Newfoundland.



NO Colony of the British Empire has made such progress in recent years as has Newfoundland, the oldest, and, for a long period, the most neglected of all—for well nigh four centuries “the sport of historic misfortune,” as Lord Salisbury put it. Indeed, when one considers the disadvantages with which she had to contend during all this period, one cannot but wonder that she has made such headway as she has against such adverse conditions.

While discovered by Cabot in 1497, and continuously frequented ever since, Newfoundland, the tenth largest island in the world, contains less than 250,000 people to-day, though standing at the threshold of the New World, sighted by every ship that crosses the ocean, and possessing the greatest fisheries on the globe. Its mineral wealth is also known to be enormous; its forests cover vast areas; its farm and pasture land can support thousands; and as for hunting and tourist traffic, it is destined to become the playground of America. Yet, because of the selfish greed of the early West-country fishing “venturers,” colonization was forbidden, commerce was restricted and later on valuable fishery and seaboard rights were surrendered, and a policy of studied neglect was practiced towards it, typified by the instructions given to one Colonial Governor that “what the colonists want raw they should be given roast, and what they want roast, should be given them raw.” This policy bears fruit to-day in the fact that there is scarcely a hamlet in the whole island beyond sight of the sea; that fishing is almost the mainstay of the people, as it was generations ago; and that by the last census, while Newfoundland contained 1,372 settlements, 854 of these possessed less than 100 inhabitants each, every creek and cove around the sea-board having its little aggregation of fisherfolk.

Thus one can imagine the amazement, amounting almost to incredulity, with which the world abroad, and many in the Colony

learned of the establishment by the Harmsworths of London in the interior of the island of a pulp and paper enterprise involving an investment of \$6,000,000, that has now borne practical fruit in the manufacture of excellent paper, similar to that on which this pamphlet is printed, and which is designed to revolutionize the industrial future of the Colony, while another English concern, the Albert Reed Company, has similar mills now in course of construction and will begin manufacturing before the close of this year.

### Its Past History.

After its discovery the fame of its fisheries soon attracted English, Spanish and French voyagers, and in 1583 Sir Humphrey Gilbert annexed it for Queen Elizabeth, England thus obtaining her first colony, which some years later Sir Walter Raleigh declared was the "stay and support of the West countries of England." The French still resorted there, using the fisheries as a nursery for men for their navy, until the treaty of Utrecht, in 1713, confirmed England's sovereignty, the French being granted Saint Pierre Miquelon as a fishing base and fishing rights over one-third of the coast. These afterwards becoming the bane of the Colony as "the French Shore question."

Gilbert's enterprise was the predecessor of the organized companies of "merchant adventurers," like those trading to Hudson Bay, the East Indies and elsewhere, which have done so much to enlarge England's territory and prestige. In Newfoundland the venturers secured absolute power, divided the coastline among themselves and strove to retain its great fisheries for their personal profit. Fishermen were hired in England for the summer; it was forbidden to winter in Newfoundland; shipmasters were fined heavily unless they returned home all they took out; and justice was administered by fishing admirals, the captain of the first smack to enter a harbor each spring becoming by that fact admiral and chief magistrate, the second vice-admiral, and the third rear-admiral.

Yet settlers took root; though there was no established authority, and the admirals seized the best fishing places for themselves

and their friends, invariably deciding disputes on the basis of self-interest. Still, as time passed, the settlers became more numerous and eventually were able to assert their rights; clergymen came to labor among them, and disclosed in England the conditions that prevailed and so, gradually, the most obnoxious enactments were repealed; governors were appointed; laws were framed; and wiser official methods adopted. Only within a century, however, has it been lawful to build a permanent house in Newfoundland, nor was the first road opened until eighty-five years ago.

## Marvellous Advancement.

Considering all these things, Newfoundland's material advancement of late must be admitted to be really marvellous, and she has made such progress the past twenty years that to-day she is one of the most progressive states in the western hemisphere. Wonderful as has been Canada's advance, Newfoundland has kept step with her in many respects. Canada's increase in population for the decade ending 1900 was 10.14 per cent., including a substantial immigration to her prairie provinces; Newfoundland's augmentation was 9.37 with no immigration whatever. Canada's commerce increased 69 per cent. in the past five years; Newfoundland's shows an advance of fifty-seven per cent., while the United States has but thirty-three per cent. and Great Britain twenty-one per cent. The revenue of Newfoundland within the past ten years has more than doubled itself, swelling from \$1,500,000 to \$3,250,000, notwithstanding reductions of taxation equivalent to \$270,000 annually, and after meeting all her obligations she has realized surpluses for that period aggregating \$904,000, of which sum she has set aside \$500,000 as a cash reserve to meet any emergency and returned the balance to the people in the form of additional grants for public works and services.

## The Railway.

The construction of a railway through the interior, aggregating, with its branches, some 635 miles of road, has contributed largely to this result. It traverses the island from St. John's, the capital, on the east coast, to Port-aux-Basques, the southwest ex-

trinity, whence a fast ferry steamer makes a daily connection with Canada, while seven other steamers connect with the railway at convenient points in the great bays and stretches of coast, linking the different sections of the island with each other, with the Canadian mainland, and with the vast dependency of Labrador. The railway pierces through a virgin wilderness, opening it up for the miner, the trapper, the lumberman, the papermaker, the farmer, the sportsman, and the tourist—all of whom have eagerly availed themselves of this opportunity to secure access to an unpeopled territory with a tillable acreage as large as Ireland, and inhabited only by forest devils, who had almost never seen the face of man. Now the miner's pick, the forester's axe, and the settler's plow are transforming the region along the railway line, slowly it may be, but none the less surely, into a territory of vast industrial possibilities, while beyond still lies the trackless waste, with its preserves of game—in fin, fur, and feather—to tempt the sportsman and the angler.

The traffic over the railway system of the island, completed and first operated from coast to coast, in 1899, has multiplied many times in the decade, and the coastwise traffic, notwithstanding this trade by rail, and the operation of the eight steamers of the Reid-Nfld. Co. which maintain this service in conjunction with the railway, has grown so fast that an additional service of two large steamers, operated by the Bowring Company, making fortnightly trips between St. John's and the Northern and Southern eastern coasts, had to be established five years ago, and now four smaller steamers are being put into commission as well for the Fogo coast, Fortune Bay, St. George's Bay, and the Bay of Islands, while at the session of the Legislature, which recently ended, a contract was confirmed for the construction by the Reid Company of five branch lines of railway, aggregating 250 miles, to touch sections of the coast not previously served by the transinsular railway.

#### MINERAL AND FOREST EXPORTS.

The Colony's mineral output has grown from \$500,000 in 1899 to \$1,125,000 in 1900, copper, pyrites, and hematite being

the chief exports. During the same period the lumber exports grew from \$125,000 to 512,000, but some of the largest lumbering concerns have now been transferred into pulp and paper-making enterprises, and this has caused a diminution in the export of lumber. On the other hand, during the past two or three years quantities formerly exported have been used in the Colony in the construction of the concrete "formes" in building paper mills and in the new towns these have brought it to being. A year hence, when the Harmsworth mills have been running full time for a twelve-month, and other pulp and paper enterprises be in operation a enormous addition to the exports will be provided from this source, as well as affording thousands of working people and remunerative employment.

**AGRICULTURAL.**

Farming on a large scale is not practised, but nearly every settler has his small tracts of ground on which he grows vegetables for his own use and maybe maintains a few live stock. In some sections, notably on the West Coast and in the hamlets near Saint John's, many people have abandoned fishing almost entirely and undertaken the cultivation of the soil with fairly profitable results. The total value of the actual farm products raised and consumed in the island each year is about \$4,000,000, in addition to which nearly \$1,000,000 worth of articles are imported annually, all of which could be raised in the Colony, and the imports of flour, bacon, hams and salted meats represent another \$3,000,000, a portion of which could be raised here, or if not, other articles might be substituted therefor, which would provide employment for a great number of people in the Colony itself, and keep this large sum of money for domestic circulation.

**Population and Progress.**

Newfoundland had a population of 146,536 in 1859, and 225,984 in 1901, an increase of 53 per cent. in one generation while the population of the Maritime provinces of Canada, which in 1871 was 769,415, had only increased to 893,943 in 1901, an advance of but 14 per cent. in about the same period. Estimates of

material wealth are not so easily obtainable because of the combination of Federal and Provincial interests in the Canadian Provinces, but the public debt of Newfoundland at the end of 1909 was about \$90 per head, while that of the Dominion of Canada was \$50, the debt of the Maritime Provinces represented another \$50 per head, and the municipal debts of the towns throughout the area made up a similar amount. In Newfoundland there are no municipalities except in St. John's, and outside the civic area there the whole of the people of the island may be regarded as free from any direct taxation. They live on the coast, have virtually no rents to pay, can obtain abundant wood and water for nothing, and in these small hamlets other costly accessories are not required. Probably no people in the world maintain a more comfortable and contented existence than the Newfoundland fishermen, and with the prospects of an abiding prosperity which are emphasised by existing conditions and the assurance of industrial development in the near future it is safe to say that these people as a class will grow more and more so.

Concurrently with the construction of the railway line across the island a bounty was given for the clearing of land, and the figures of the census in 1901 showed that the agricultural products of the island had doubled within a decade, while the experience of the last ten years shows that a goodly number of the people have abandoned the seaboard sections and located themselves in the fiords at the head of the bays, these indications justifying the belief that when the census is taken a year hence the figures will be found even more satisfactory.

## Foreign Trade.

The upward trend of trade in Newfoundland has been very remarkable. The value of the exports and imports has risen in the past twenty years from \$13,000,000 in 1890 to about \$26,000,000 for the current fiscal year, an increase of 100 per cent. The exports during the twenty years have exceeded the imports by \$19,720,000, leaving a balance of trade in favor of the Colony of that amount or an average advantage of nearly \$1,000,000. Within

the past ten years the revenue has doubled, though within the same period the population has increased but ten per cent., and this doubling of the revenue, coupled with the enormous increase in the value of the imports and exports, proves conclusively how great a betterment has been effected in the condition of the people. For, it must be remembered, that this increase in revenue has not been brought about by increased taxation, because it has been effected concurrently with a reduction of taxation and the realizing of annual surpluses.

The Colonial Legislature in the session of 1895, for reasons considered adequate at the time, changed the fiscal year in Newfoundland from the 1st of January to the 1st of July. The arrangement worked very satisfactorily, for it was inaugurated at the opening of what may be called a new era; and, during the past fifteen years, such an increase of prosperity has resulted in the island that the present occasion seems opportune for reviewing its progress, because just now the Colony is at the dawn of another period of what it is hoped will prove an era of even greater prosperity and widen the scope of the industrial activities and the economic advantages of the people.

The new condition of affairs now shaping itself is the outcome of the adoption of the policy advocated by the present ministry in the two spectacular elections which occurred in the island in November, 1908, (when the parties stood 18 to 18), and in May, 1909, (when the party of Sir Edward Morris carried 26 seats, and that of Sir Robert Bond only ten), and the former were established in the control of public affairs for the four-year term now ensuing.

### Present Policy of Progress.

This policy includes the construction of 250 miles of branch railways extending to largely-populated and commercially-important sections of the island not now connected with the main line: the adoption of a vigorous forward policy in regard to agriculture and its allied industries; an exhaustive scientific examination of the coal areas of the interior and the development of the mineral resources; the establishing of a smelter for the refining of copper;



the utilizing of peat beds for fuel; the opening up of new markets for the cod and other fish, and the adoption of new methods for the preserving of these fish-foods in attractive and appetizing forms: the stimulating of home industries and the encouraging of pulp and paper makers to turn to industrial account the forest resources; and, generally, by concerted, well-directed and unceasing action to promote the advancement along all avenues of endeavor, of the colony itself, and of those who dwell within its borders.

Confidence in the outcome of this all-embracing and aggressive policy, at first somewhat in its inception, and presenting numerous difficulties in its execution, is engendered by the amazing results which the colony has achieved in the period under review. The growth of the fishing flotilla has been greater than ever before; the equipment for the fisheries has enlarged on the same scale; the commercial expansion has been unexampled; the enhanced material comfort of the people manifests itself everywhere, and the tale told by the records of the Savings' and Deposits' Banks is one that redounds most creditably to a community of 240,000 people maintaining all the public services of an autonomous colony by their own unaided resources.

## Fisheries.

Though comparatively little is heard of Newfoundland by the great world outside, it is destined to attract greater notice henceforth. Meanwhile it will suffice to say that without exaggeration, its people can truly claim that themselves and the colony during the past fifteen years have experienced a degree of material improvement which can challenge competition of any other dependency of the British Empire. The prosecution of the fisheries has been attended with a constantly increasing measure of success and the subsidiary industries have shown a similar marked advance. The codfishery has steadily yielded a million and a half quintals (112 pounds) each year, and the price has increased one half; the seal, herring and lobster fisheries afford to the colony as large a return as ever; a new industry, the whalefishery, has now attained a firm basis and the minor fisheries hold their accustomed place in the economic ensemble.

## MINERALS.

The mineral industry of the colony has taken on a new importance during the same period. It was not until 1886 that the possibilities of an immense hematite iron deposit at Bell Island, in Conception Bay, were realized, and two years later the Nova Scotia Steel Company and the Dominion Steel Company were actively operating these beds, which have become one of the chief labor-giving industries, employing some two thousand men and producing a million tons of ore every year, which, it is estimated, yields a profit of a dollar a ton. Situated as Bell Island is in one of the most accessible of the Bays, and with nearly half of the chief centers of population, the mines have become a stand-by for thousands of the fishermen, who after the close of the cod-atching in the autumn, and again in the spring before the seal-fishery begins, find employment in these workings at good wages, and hundreds labor there all through the winter, in addition to which there is a permanent force engaged the whole year round. So profitable is this industry for the proprietors, that the Government has just induced them to voluntarily contribute a royalty of 7½ cents a ton on their annual output for the next ten years, which will yield the colony \$75,000 per annum.

## NEW RAILWAYS.

The construction of a railroad across the island—545 miles of main line, with 90 of branches, now to be supplemented by 250 more—opened up the vast untraversed interior to settlement and exploitation; called into being enterprises of considerable magnitude, and disclosed latent resources previously unimagined; created new forms of trade and industry; and facilitated communication and intercourse; besides enabling the capitalist and the workman to make the wilderness fruitful through the agency of the mine, the farm and the mill. At the same time the construction of some 2,000 miles of telegraph line was linking together the remotest "outports" (fishing hamlets), and two splendid services of coastal steamships were purveying all the comforts and conveniences of modern marine travel to the dwellers along the 6,000 miles of seaboard.

In the wake of the railway followed the lumbermen, almost a curiosity in this richly-afforested island, for until twenty years ago the colony imported nearly all the lumber used, whereas now, in addition to supplying the local needs it exports from a quarter to half a million dollars worth; and more recently the lumbermen have been replaced by the pulp-and-paper makers, who are busily engaged in creating what promises to become the second industry in point of value. Through the instrumentality of the railway and the coast-boats, business was decentralized, isolation was banished, and trade facilities were increased.

#### NEW METHODS OF COMMERCE.

Concurrently new methods in commerce, business and banking were adopted; reforms in the Civil Service made for a decided increase of efficiency; lax methods of collecting revenue gave place to a vigorous enforcement of the customs laws; a crusade against the smuggling so extensively conducted from St. Pierre. Miquelon, the little French colony off the south coast, helped largely to swell the revenue, while the enforcement of the Bait Act against the French, by crippling our keenest competitors in our foreign fish trade recovered for us the Iberian markets, of which their bounty-aided competition had temporarily robbed us; and the curtailment of the antiquated "supply system," which had placed our fishermen in the control of local traders, by throwing the former more on their own resources, induced them to greater energy and renewed effort, so that their catch being better cured, they profited all the more.



## Trade Statistics.

The appended table of trade statistics for the past fifteen years will serve to make clearer the nature of the cumulative progress of this colony during that period :

Year.	Imports.	Exports.	Total Trade.
1895-6	\$5,986,861	\$6,638,187	\$12,625,048
1896-7	5,838,334	4,925,789	10,864,123
1897-8	5,188,863	5,226,933	10,415,796
1898-9	6,311,245	6,936,315	13,247,560
1899-0	7,407,147	8,627,576	16,024,723
1900-1	7,746,503	8,859,978	16,606,481
1901-2	7,836,685	9,552,524	17,389,209
1902-3	8,479,944	9,976,504	18,456,848
1903-4	9,448,664	10,381,897	19,830,561
1904-5	10,279,293	10,669,342	20,848,635
1905-6	10,414,274	12,068,276	22,500,550
1906-7	10,626,040	12,101,161	22,727,201
1907-8	11,016,111	12,315,769	23,331,880
1908-9	11,402,737	11,848,913	23,251,650
1909-0	12,500,000	13,300,000	25,800,000

### "THE GOLDEN AGE."

During the fifteen years, while there has been an increase of probably fifteen per cent. in the population, the increase in the earnings of the people has been 100 per cent. The past ten years of the period have been the "golden age" of the colony's history, a circumstance due to the railway policy and to the statesmanship of the late Sir William Whiteway, who conceived and carried out the project for having the late Sir Robert Reid, of Montreal, construct the railway line and then operate it. The subjoined table, showing the surplus revenue each year, will make this clearer :

Year.	Revenue.	Expenditure.	Surplus.
1898-9	\$1,753,736	\$1,719,834	\$ 33,912
1899-0	2,110,234	1,850,630	258,604
1900-1	1,991,154	1,955,525	35,629
1901-2	2,193,526	2,129,466	64,060
1902-3	2,328,044	2,270,028	58,016
1903-4	2,513,633	2,393,286	120,347
1904-5	2,574,059	2,443,814	130,255
1905-6	2,660,805	2,591,235	69,570
1906-7	2,751,690	2,625,336	125,854
1907-8	2,829,078	2,785,835	43,183

#### DUE TO RAILWAY POLICY.

The continued prosperity of this island and its people is the most conclusive testimony to the wisdom of the railway policy and the fullest justification of those who inaugurated it.

Bounteous fisheries, remunerative prices, and a generous measure of success in the other avocations of the people were reflected in a steadily-increasing revenue, which resulted not alone in the Treasury being able to secure a large surplus each year, but in a concurrent reduction of taxation. In considering the progress of Newfoundland during the period under review, it is important to remember that the colony enjoys no immigration from any source, and that it has to face a serious emigration of its young men and women. The census returns for the decade ending 1901, showed, as already stated, an increase in population of 9.37 per cent. Assuming that the ratio is maintained during the present decade, it will be seen by the figures of trade and revenue that the prosperity of the people, as shown by those indices, has increased about 60 per cent.

#### The Modern Era.

The modern era in Newfoundland affairs may be said to begin with the Reid railway contract in 1893, which involved that Company undertaking the operation of the colony's railroad system for 50 years, with subsidiary contracts for the operation of its coastal

steamship service, telegraph service and other undertakings. Statements of the revenue, imports, and exports of the colony at that time, six years subsequently and at the present date, present in tabular form as follows:

	1897-98	1902-3	1909-10
Revenue.....	\$1,541,420	\$2,193,526	\$3,256,000
Imports.....	5,188,863	8,479,944	12,500,000
Exports.....	5,226,933	8,976,504	13,200,000

This table shows that during these 12 years the revenue of the colony has more than doubled itself, despite the reductions in taxation, the duties being removed from necessary articles of consumption and appliances used in the pursuit of their occupations by fishers, farmers and miners. During the same period the imports and exports have shown annually greater increases, having grown once and a half as much as 12 years ago, or practically 150 per cent., an amazing result when it is remembered the population has only increased by about 10 per cent. for the same time. A table showing the increase in the value of the imports works out thus:

Year.	Imports.	Population.	Per Capita Value of Imports.
1897-98	\$5,188,863	215,000	\$24.14
1902-03	8,479,844	225,000	37.69
1909-10	13,500,000	240,000	50.20

This valuation of exports will be much largely increased in the next fiscal year, because the Harmsworth mills will be running full time for the whole of the twelve months, and this will mean an enormous addition to the value of the exports, as every ton of paper is worth some \$40, while following shortly upon them the Albert Reed mills will begin the manufacture of pulp, and still other mills will doubtless be establishing themselves in the colony.

#### PULP AND PAPER-MAKING.

In the past two or three years the impetus given to the progress of the island by the construction of the transinsular railway has been accelerated by the initiation of the pulp and paper-mak-

ing industry. The Harmsworth Co. have just made the initial shipments of paper; the first steamerloads of it having recently left for England, and there seems no reason to doubt now that the foundations have been laid broad and deep for a permanent industry of ever-increasing importance.

## Bank Statistics.

A striking instance of the increase of prosperity in Newfoundland of late years is afforded by the figures of the Bank statistics. The deposits in the Colonial Savings Bank at the end of December last amounted to \$2,643,000, and those in the Savings Bank departments of the three Canadian Banks doing business in the Colony amounted to \$2,809,000; the aggregate being \$6,451,000, an increase of \$272,000 over the previous year. Besides this, the Canadian banks had on their books deposits at interest, and, therefore, virtually savings, to the sum of \$3,586,000, an increase of \$243,000 over the previous year's figures. In other words, some \$515,000 had been put away at interest in the banks by the people of Newfoundland during last year.

To this must be added the sum of \$165,000, the amount of debentures of the Colony purchased during the year with the same object in view, while the reserve or re-insurance value of life insurance policies during the year exhibited an increase of \$135,000, that is to say, that during the year nearly \$820,000 was added to the savings of the people of the Colony. Fifteen years ago Canadian banks first established themselves in this island, and their record shows that during that period, of the gold that has been paid out over their counters, \$3,000,000 has never come back. The explanation is that it is hoarded by fishermen all round the coast as private or secret savings, as not a few of them have little faith in banks. A further sum of \$1,000,000 to represent silver and bank-notes, similarly hoarded, would not be extravagant, and adding to all these items investments abroad, it is safe to conclude that the savings of the people of Newfoundland represent about \$20,000,000, or nearly \$100 per head of the population.

To realize what this means it only requires to remember that ten years ago, before the advent of the Canadian banks, the deposits in the Colonial Savings Bank were only \$3,000,000, and now they are almost as much, while a similar sum is invested as savings in the Canadian banks. In the same way the deposits in the Colonial Banks at that time was about \$2,000,000, while to-day they are \$3,500,000. The investments in the Colony in Colonial ventures now total \$3,000,000 against \$1,000,000 fifteen years ago, while the items of private savings must be regarded as correspondingly increased, so that a reasonable conclusion is that the people's condition is three times better than it was in 1894.

#### OTHER DEVELOPMENTS.

Development along other lines has been equally marked and satisfactory. The Colony now maintains its own telegraph service, a branch of the Postal Department, operating 2,000 miles of telegraph lines and 135 offices, and, notwithstanding a reduction in the rate for a ten-word message from 50 cents to 30 cents, the service has been growing so rapidly that it is now virtually self-supporting. Successive reductions in the postage rates by which within the past few years the British postage figure has been reduced from five cents per half-ounce to two cents an ounce, and domestic postage from three cents a half ounce to two cents an ounce, and within the past year a reduction in postage with the United States from five cents a half-ounce to two cents an ounce have all been followed by substantial betterments in the postal revenue, the amazing fact being shown by the postal returns that a serious loss expected from the reduction in American postage has not alone been overcome, but that there is a surplus in the revenue of the department for the current year as a result of the increased correspondence following upon this reduction.

#### CROWN LANDS REVENUE.

A very notable increase, too, has resulted in the revenue of the Crown Lands Department. The Colonial fiscal year ends on the 30th June, and the Crown Lands revenue for the year which closed on the 30th June, 1909, was \$53,700, the largest on record.



except in 1905-6, when the figure reached \$59,300. The revenue of this department is made up of licenses and rental fees for mining, lumbering, quarrying, and other lands, but the present Government of the Colony having decided upon a new policy, upon assuming office, refused to grant any more pulp-wood licenses (which give the licensee a year in which to begin operations), and only approved of timber licenses which give the licensee but 30 days for the same purpose; and as there is an exceptionally big demand for pulp-wood lands in the Island now, and these are really comprehended in timber licenses, the new policy brought about much more spirited competition for these properties, whose applicants forfeited all claim thereon if their fees were not paid within 30 days; hence it has come to pass that the revenue of this department for the eight months of the current fiscal year, which ended on the 28th February, was near \$120,000, or \$15,000 a month, and there remains little doubt that it will reach for the year \$150,000 or \$160,000.

## Causes of Prosperity.

The starting of the Fernsforth mills, the beginning of construction of the Beach railways, the development of other pulp areas and the enlargement of the output from the iron mines at Bell Island, have all contributed towards a great industrial boom in the Island, and given an assurance of prosperity to the Colony not previously enjoyed by her, as these enterprises have created new avenues of labour, enlarged the demand for workmen, and compelled an increase in the rate of wages. The general prosperity of the Colony has thereby been much enhanced, and this betterment has been reflected in increased Customs revenue, amounting to \$200,000, or say 10 per cent. in excess of last year. There seems no reason to doubt, either, that this increase will be maintained, because the railway construction will involve an expenditure of fully \$1,000,000 in the Colony for each year of the next four, and as it is estimated that 25 per cent. of this will be returned to the Treasury in the form of Customs duties on imports, this increased

mentation should be maintained from year to year.

A noteworthy addition to the revenue of the Colony each year be represented by the ore royalty, which the Canadian Companies operating the hematite ore deposits at Bell Island, in Conception Bay, have agreed to pay to the Treasury—the sum of 7½¢ per ton on the annual output for the next ten years, which is 300,000 tons a year now, so that the figures will be \$75,000 a year—an amount that has been secured simply by a stroke of the pen, so to speak, and will greatly contribute towards the stability of the Colony's finances in the future.

### THE FUTURE OUTLOOK.

The more one notices the record of Newfoundland, from whatever point of view it is regarded, the more one must be impressed with the amazing resources of the Island, and the progressiveness of the people.

The future outlook for Newfoundland is still more encouraging. The actual opening of the Harmsworth mills at Grand Falls, the construction of the Albert Road mills at Basop Falls, the building of 250 miles of railroad during the next four years, the impetus which will be given to the farming, mining and manufacturing industries will all react very favorably upon the Exchequer. The carrying on of all these enterprises will necessitate substantial supplies of materials, and the certain and liberal wages which will be paid by the people generally, as a result of these staple enterprises, contrasted with the more or less fluctuating nature of the fisheries, will make a very positive and definite addition to the revenue. For instance, as a result of the improved condition of the fisheries observable in the Colony the past twelve months, the total of revenue-getting in every department will be broken for the first time in a year which ends in June, and even then promises a still more improved condition of prosperity in the years that are to follow. The situation which faces the colony in 1910 is a particularly gratifying one.

## New Industrial Projects.

The decade now ending saw the inauguration of the pulp and paper industry in this Colony; the founding of a town in the wilderness; the establishment of the second largest paper mills in the world, and production of perfect paper for the greatest newspapers in London; with, incidentally, the assured permanent expenditure of, at least, half a million dollars a year in the operation of this pioneer enterprise of the Harmsworths; and the world has been afforded proof conclusive of the certainty of Newfoundland's forest wealth and its potential value.

At the present moment the fisheries represent 82 or 83 per cent. of total exports per annum, and of this, dry cod itself comprises more than two-thirds of the net exports of the island. The catch of codfish annually is about 1,500,000 qtls. (112 lbs.) and virtually the whole of this is prepared by being salted and then dried. Modern ideas demand fish in a more attractive and appetizing form, and it is believed that new methods of preparing the commodity will be entered, and a much larger market will be available, especially in sections where fish is rarely seen, as in the northwest of Canada, and the inland States of the American Union.

The decade which is now to be entered upon will probably witness not alone further development in this same direction, but radical departures in the matter of marketing the fishery wealth by modern methods and progressive agencies. A Board of Trade has been established in St. John's. Representatives have been chosen with a view to enlarging the markets for our fish in the countries to which we export it, and of creating new markets in regions adjacent thereto, notably in South America. Cold storage projects are being considered; novel devices for the preserving of fish are being tested, every effort is being made to so handle the finny harvest as to make it yield an increased return for the people.

### COAL AND OIL DEVELOPMENT.

A new mining policy has likewise been adopted, by which the original discoverer of a mine which is eventually worked for one

year with a force of at least fifty men, will receive an allowance of \$1,000 from the Colonial Treasury. Greater facilities are to be afforded for exploration purposes. A contract has been made with a London Company providing for the development of certain coal areas in the island, the success of which would result in creating a new industry equal to two such as the Harmsworth paper mills. The total import of coal at the present time into the Colony is 200,000 tons annually, which costs our people \$1,500,000 annually. To this will have to be added another 50,000 tons annually after this year, which will be required for the operation of the Harmsworth and Albert Reed mills. It is estimated that at least one million dollars goes out of the Colony never to return, in the price paid for the coal in Cape Breton (from which place it is imported), and the freight on the steamers which carry it. Could coal be procured on the island it would mean that this money would be kept amongst our people, assuring that the fixed charges on local coal would be the same as on imported coal, though it is quite possible that eventually local coal might be mined very much more cheaply. It is therefore apparent that this matter of the coal exploration is one of special magnitude, particularly as the areas where coal has been found are in close proximity to the localities wherein are situated the paper mills above mentioned.

Plans are also being matured for the further development of petroleum bearing areas on the West Coast of the island which have been worked so far in a more or less desultory fashion, but which have yielded an output so satisfactory that it is employed entirely now for the manufacture of illuminating gas for the city of Saint John's.

## Farm Colonies.

It is proposed to stimulate interest in agriculture by the providing of land for desirable British immigrants. Agriculture ranks as second amongst the avocations of our people, though we are wont to refer to it as being but in its infancy. Without dwelling upon the possibilities of gradually ripening wheat that would suit this climate or entering into higher forms of agriculture, the fact remains that if this pursuit can only be developed sufficiently

in the island to enable the people to raise all the potatoes, cabbage, turnips, hay, oats, butter, eggs, poultry, and fresh and salt meat required for their needs, a sum of \$3,500,000 annually would be retained and circulated amongst them, that now goes abroad for the purchase of these articles. Newfoundland is the greatest consumer of flour per head in the world to-day, its annual consumption being twice as much as in Canada where the wheat is grown. The explanation is this: the people confine themselves to a very limited dietary, and bread is the chief item therein. It is not considered possible, of course, that this flour item can be entirely eliminated as wheat that can ripen in this Colony has not yet been perfected, but it is believed that the people can be gradually induced to vary their menus and to eat more vegetables and local products, so that the flour bill can be cut in half, and the import of potatoes, turnips and other articles can be abolished altogether and these products grown at home. Every effort is being made by the present ministry to stimulate increased agricultural effort on the part of the people, and should it meet with the expected success there is no question but that a great achievement will have been wrought, though perhaps not one of spectacular character. All things considered, it is doubtful if any country, circumstanced as ours is, can show a better exhibit for such a period than the foregoing represents, illustrative, as it is, of what is possible for a comparatively small community to accomplish, who have to depend for the greater portion of that period on almost one industry and who had to bear as well the burden of a machinery of government sufficient for a population four times as great.

#### HALF A CENTURY'S PROGRESS.

A few other figures will be found of interest as showing the progress the colony has made, not alone in the fifteen years under consideration, but in the fifty-five years that have elapsed since it was granted Responsible Government in 1855. The population was then 97,000. To-day it is 240,000. The customs revenue then was \$368,572. To-day it is in round figures, three and a quarter million dollars. The postal revenue was then \$2,175, to-day it is \$80,000. The value and volume of the fishery products

has considerably improved, and the export of herring, lobsters, salmon and whale, represent entirely new industries. The same is true of iron, copper, pyrite, slate and lumber, which represent over a million dollars annually. Between 1846 and 1900, 380 schooners of 13,037 tons were built in the colony; between 1906 and 1909 the number rose to 514, of 15,543 tons. There were purchased abroad also during the first period 107 vessels of 14,481 tons; and during the second period 209 vessels of 16,723 tons.

Superficial observers criticize Newfoundland for being behind the age. A close study, however, reveals that such is not the case. On the contrary, in spite of all her disabilities, she can challenge comparison as to her progress with that of any of the Colonies, and not a few of the States of the American Union. And everything now points to her attaining a still more abundant and abiding prosperity in the future.



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