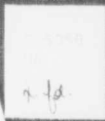
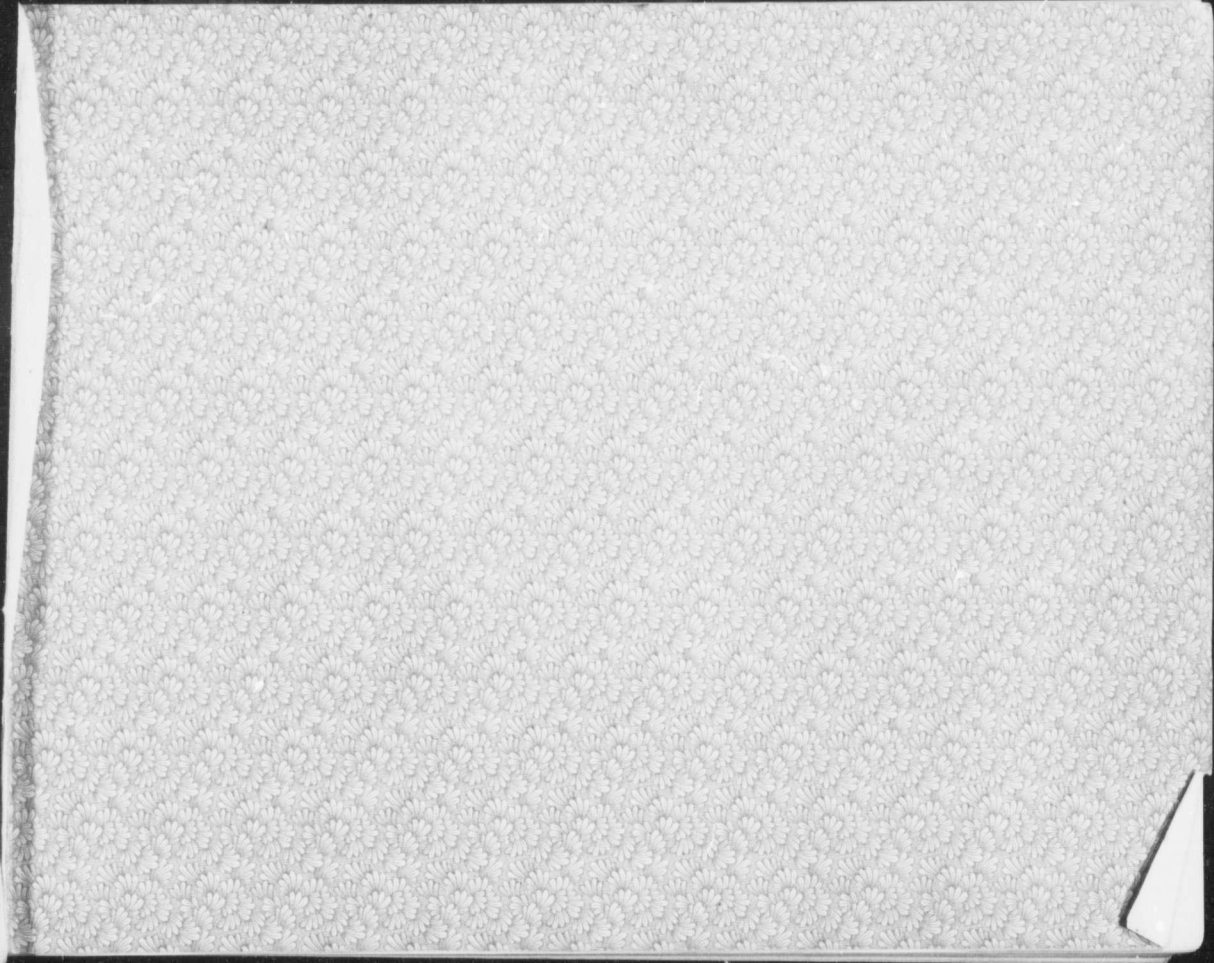


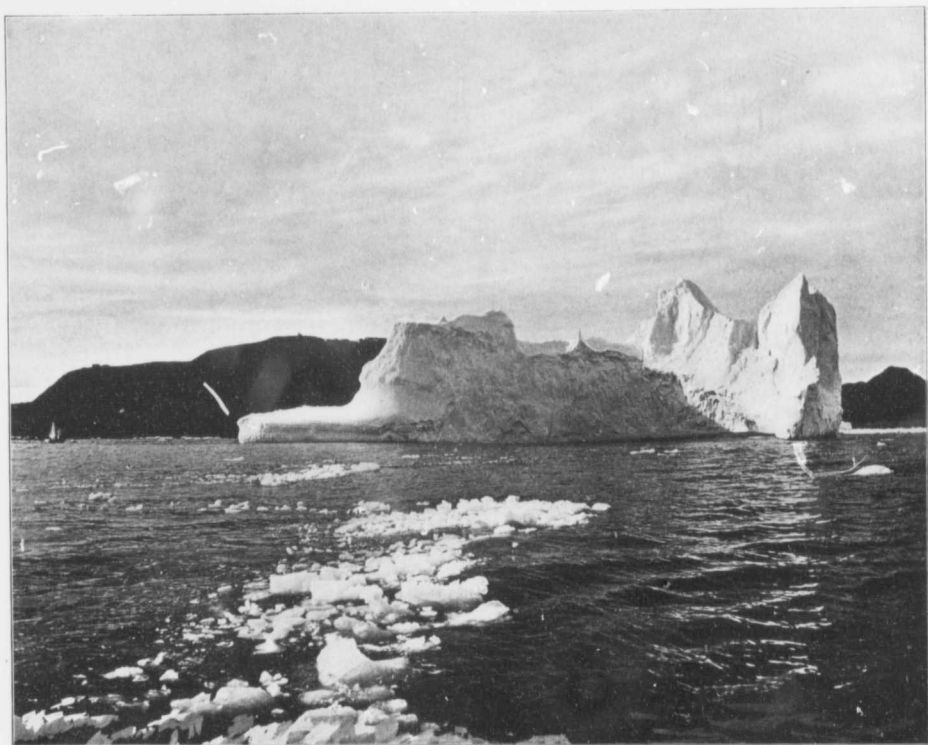
*Through
Newfoundland
with
the Camera*

BY R.E. HOLLOWAY, B.A., B.Sc.









1. ICEBERG STRANDED OUTSIDE ST. JOHN'S HARBOUR FOR THREE WEEKS.

Height about 150 feet, length 600 feet.

THROUGH NEWFOUNDLAND
WITH THE CAMERA

BY

ROBERT E. HOLLOWAY

B.A., B.Sc.

DICKS AND CO., ST. JOHN'S, NEWFOUNDLAND.
SACH AND CO., 155, VICTORIA ST., LONDON.

1905

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PREFACE.



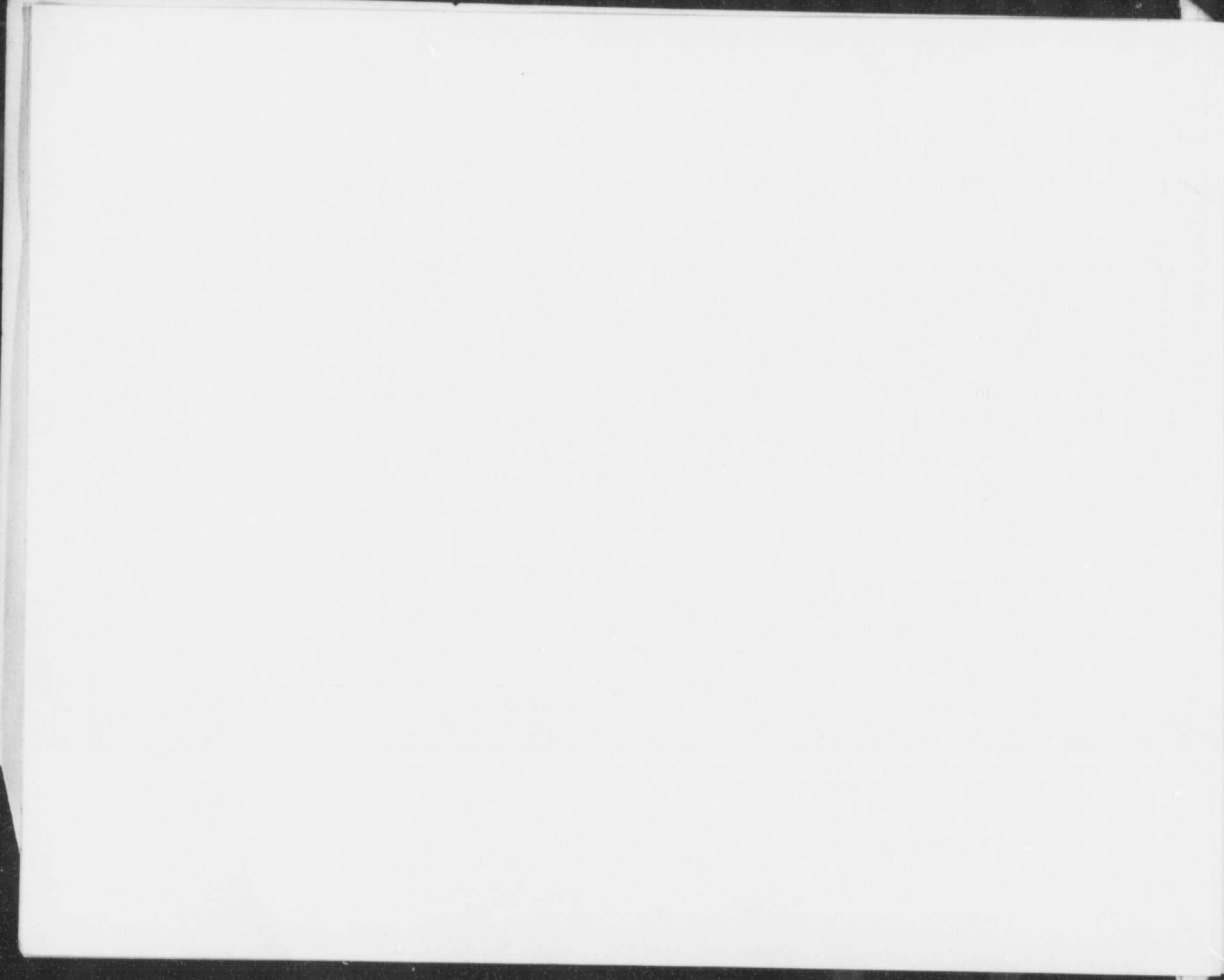
THE principal justification for the appearance of the accompanying views and their description, lies in the fact that the author, although not a Newfoundlander, has spent over thirty years in the Island, and has had exceptional opportunities during that time for studying its people, resources, and scenery. The whole of the views shown are original, and are selected from an immense number taken over a period of more than twenty years. A few have been already published, usually without acknowledgment, in numerous publications in England, the States, and elsewhere. Two have been copied on Newfoundland stamps, and one on a Canadian Bank Note, and are therefore well known, but the bulk have been collected as typifying as many points of interest as can be illustrated in about a hundred and twenty views. Some of these views have been referred to in the text, but all will be found in the Index.

The growing popularity of the Island as a holiday resort, its increasing importance as regards its fisheries and mineral resources, and the fact that its natural beauties are now readily accessible and form a field for the tourist to conquer such as cannot be found elsewhere, cause the author to hope that the publication of this work may lead to an increase in the number of visitors, both of those who come in search of health and pleasure and of those whose interests are purely scientific or commercial. The attention of the latter may indeed be especially drawn to the Island, whose resources, although they have been enormously developed during the last twenty years, are still sufficiently elastic to justify a much further extension, and should this book assist even in a minor degree in such development as well as in interesting the Tourist, the author will feel that its issue has been fully justified.

ST. JOHN'S, N.F.

R. E. H.

NOTE.—The above preface was written by Mr. R. E. Holloway, who had also selected the pictures and sketched out the literary portion of the work before his death. The work has been concluded by his family, who had assisted him so largely in the preparation of the work as to be fully cognisant of his intentions.



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INTRODUCTION.



THE discovery, history, system of Government and resources of this, the oldest of England's Colonies, have been so fully dealt with elsewhere that the reader must be referred to such well-known works as those of the late Dr. Moses Harvey, His Grace Archbishop Howley, Judge Prowse, and others, and to the numerous Government and other publications which deal with Geological and Statistical matters, for such detailed information as would not legitimately come within the scope of this volume.

The discovery of Newfoundland dates from 1497, when John Cabot landed from the small ship *Matthew* of Bristol, at Bonavista as is said by some, or on the Labrador coast, or at Cape Breton, as is claimed by others.

Formally annexed by England in 1583, its natural riches, which then, as now, consisted mainly of its cod fisheries, were shared by various nations until gradually England and France were left alone in the struggle for supremacy.

After passing through various forms of Government, during which its progress has been repeatedly checked by unfortunate legislation, it is now, in 1905, enjoying a period of prosperity which bids fair to be permanent, and is freed from many restrictions which the unfortunate French Treaty had previously imposed.

Newfoundland is neither a Crown Colony nor does it form part of the Dominion of Canada. It was granted Representative Government in 1822, and in 1855 became a self-governing Colony.

Owing to the manner in which it has been colonized, the Island possesses a very mixed population, and the combination of English, Scotch, and Irish, has resulted in the formation of an intelligent, industrious, and intensely loyal race, whose fine physique and hardy upbringing, and whose constant experience of difficulty and danger in their seafaring occupations, has justly gained for them a high reputation as seamen. The isolation of many of the outports, especially in the past, has increased their self-reliance, so that in addition to being "all there" as regards the fisheries, they are usually capable of erecting their own dwellings and even of building fishing vessels, which, for resisting the ice pressure and for general sea-going qualities, cannot be surpassed.

So well is their value recognised, that Newfoundland fishermen are eagerly welcomed in the Navy, and the band of Naval Volunteers which has been recently enrolled should form an important adjunct to Britain's defences.

The original inhabitants of Newfoundland were a tribe of Indians, known as Beothiks, and their extermination forms a painful chapter in the history of our Colony. Although harmless, and at first friendly to the whites, they were ruthlessly shot down by the trappers and squatters, and in 1828, when an expedition was fitted out to find the remnant of the tribe, who were supposed to have retired to Red Indian Lake, and whom it was desired to conciliate, only their graves and a few relics were to be found. Many of these relics may be seen in the Museum of St. John's, where many other objects of interest may be observed by the tourist, but the only Indians who can now be found in the Island are the few Mic-Macs who have come over from Nova Scotia and form efficient guides for those who visit the interior of the Island.

Although possessing only a small population, 220,000 in all, Newfoundland has shown sufficient confidence in her resources to face a heavy public debt for the development of the country; and the citizens have individually shown great enterprise in the improvement of their buildings since the great fire at St. John's in 1892, which, with the Bank crash of the following year, appears to have been almost a blessing in disguise, and has resulted in all round improvements in business and particularly in methods of finance.

Curiously enough, the general falling off in the price of the food-stuffs of the world has not extended to the dried cod which forms the staple product of Newfoundland, and which has lately tended to increase in value, while the seal fishery, which, thanks to judicious legislation, shows little or no sign of falling off, has also an increasing demand for its output.

The mineral industry, the sale of timber, the lobster and salmon canneries, and the whale fisheries, are also responsible for large and rapidly increasing additions to the prosperity of the Colony. These various industries are all briefly dealt with in the later sections of this work, but the following statistics will show their relative importance and their total value for 1904.

EXPORTS FROM NEWFOUNDLAND, 1904.

COD FISHERY:—		VALUE.	SEAL FISHERY:—		VALUE.
Codfish, dried	.	85,943,063	Seal Oil	.	8303,067
" fresh	.	371	" Skins	.	258,897
" pickled	.	43,056			<u>8561,964</u>
Cod Oil	.	287,045	OTHER FISHERIES:—		
Cod-liver Oil	.	482,792	Turbot	.	1,487
Cod-roes	.	10,202	Trout	.	9,032
		<u>86,766,529</u>	Ling	.	2,402
HERRING FISHERY:—			Halibut	.	1,419
Herring, pickled	.	283,017	Hake	.	66
" fresh	.	642	Haddock	.	3,300
" frozen	.	44,971	Caplin	.	814
" smoked	.	47			<u>818,520</u>
		<u>8328,677</u>			
LOBSTER FISHERY:—					
Lobsters packed in cases	.	410,405			
		<u>410,405</u>			
SALMON FISHERY:—					
Salmon, pickled	.	65,400			
" preserved	.	1,117			
" fresh	.	8,768			
" smoked	.	47			
		<u>875,332</u>			
WHALE FISHERY:—					
Whale Oil	.	297,415			
" Fertilizer	.	38,981			
" Bone	.	29,557			
" Meat, &c.	.	173			
		<u>8356,176</u>			

To the value of the fisheries may be added for home consumption and value of bait supply .		81,650,000
Exports from Newfoundland may be classified as follows:—		
Products of the Fishing	.	88,535,087
" of Agriculture	.	4,830
" of the Forests	.	389,958
" of the Mine	.	1,288,565
Manufactures	.	8,474
Game	.	3,702
Miscellaneous, not the products of the Colony	.	151,281
		<u>810,381,897</u>

GENERAL DESCRIPTION.



THE Island of Newfoundland has an area of 42,000 square miles, its greatest breadth being 316 miles and its greatest length about the same. Its shape and its numerous inlets, bays, harbours, and outlying islands render its appearance on the map somewhat deceptive as to size, but it ranks tenth among the world's islands and is about one-third larger than Ireland. If we include the Labrador, which is also under the jurisdiction of Newfoundland and might justly be regarded as forming part of it, the actual area under control of the Colony is very much greater. The Labrador coast, indeed, adds largely to the total output of the fisheries and forms a valuable asset of the Colony.

The island is situated at the entrance of the Gulf of the St. Lawrence, and from its geographical position as the nearest point to the British Islands, may some day serve, with its railway and its service of steamers on the other side, as the quickest route to Canada. Its coastal scenery is grand and imposing, but usually too rugged to please the eye, but its numerous bays, and particularly its splendid harbours, which, while affording absolute protection to shipping, are large and extremely deep, supply an unlimited variety to those who have time to visit them.

The islands in its bays, especially those of Green Bay in the North, are extremely beautiful, and the tourist whose time is not too limited, especially one who is armed with camera, rod or gun, cannot do better than take the steamer round the East coast to Green Bay and spend his time sailing among the islands, fishing, shooting, berry picking and exploring, until his holiday approaches completion, when he can return by the train through the heart of the Island. The railway traverses country unsurpassed for interest to the tourist and profit to the sportsman. But for fuller information on these points the various later sections of this book, which deal individually with special routes for travel, etc., must be consulted.

Until the railway—which now stretches from St. John's to Green Bay (otherwise called Notre Dame Bay) in the North, and from North to West and South-west, and also from St. John's to various points on the Peninsular of Avalon, on whose Eastern side the capital stands—had been completed, the interior of the Island, in addition to being *terra nova*, was practically *terra incognita*. There are, indeed, still parts which have been but little explored, although these are being rapidly prospected, and in many cases opened up.

Although not largely blessed with rivers—the Humber, Exploits, and Gambo Rivers being the three largest—it is “thrice blessed” with lakes. So common indeed are these that the inhabitants constantly describe them as “ponds,” and such names as “twenty-mile pond” and “sixty-mile pond” give some idea as to their size. These ponds and rivers teem with the finest trout and salmon in the world, and, in conjunction with the surrounding country, which is well supplied with antlered and feathered game and with valuable fur-bearing animals, form a true sportsman's paradise.

For the lovers of the pine and fir, of river rapids and cascades, and for those who enjoy a quiet picnic in the woods—where edible berries, from the wild raspberry and strawberry through an endless variety of wild fruit to the rarer capillaire berry, abound in profusion scarcely to be seen elsewhere—most of the outports form ideal headquarters, and St. John's itself stands well in the forefront in this respect.

Notwithstanding the fact that our capital, St. John's, is situated in the same latitude as Paris, its location directly in the path of the Arctic current has given to Newfoundland a climate which is somewhat severe, although healthy and usually pleasant. In the Winter

it is bright, clear and cold, and it has an excellent record for sunshine. The dry cold which prevails, except during the brief thaws which are experienced at intervals during the Winter, can be prepared for by suitable clothing, and the monotony is broken by sleighing, skating, snow-shoeing, curling and hockey. The Newfoundlanders enjoy, indeed, the reputation of being the best curlers in the world and stand high for ice-hockey and skating. The city of St. John's is supplied with two rinks to which visitors can gain access by payment of a small entrance fee, and where curling or skating may be practised or watched.

The only unpleasant season is the Spring, when the melting of the ice and snow in the streets and the dampness underfoot and in the air, together with the Scotch mists so prevalent when the wind blows from the East, offer little inducement for outdoor occupations.

The Scotch mists referred to have given rise to the fiction that Newfoundland is a land of fogs. As a matter of fact, these fogs, if fogs they can be called, are by no means frequent and are practically only experienced when the wind blows from the East, *i.e.* from the "Banks," which, situated nearly 200 miles from the Island, are produced by the accumulation of sediment deposited where the Arctic current and the Gulf Stream meet. While the deposition of this sediment is said to yield the food which attracts the cod, on whose presence the Bank fishery depends, the admixture of the warm moist air above the Gulf Stream, with the cold air accompanying the Arctic current, results in the production of a super-saturated atmosphere, from which the moisture settles as the mist or fog whose almost constant presence on the Banks has caused them to be avoided by the Atlantic greyhound, and has resulted in a terrible death-roll among the fishing vessels.

Another of the effects of the Arctic current is the immense number of icebergs which, with the floe ice, are brought down from beyond the Arctic circle and add another feature of interest to the tourist and of danger to the navigator.

Although the floe ice (see views 2, 6, 8, 98, 99), is merely the frozen sea-water and is therefore salt, though much less so than the sea itself, because the water in crystallizing as ice becomes to a great extent separated from the salt, the icebergs themselves are as pure as the best ice that can be made by artificial means, and are regularly relied upon for supplying ships with fresh-water supplies. These icebergs, which all the year round, but particularly in the Summer and Autumn, can be seen from most parts of the coast, and which are frequently carried by wind or current into the bays and harbours, are really fragments of the Arctic glaciers, which, produced on the Arctic mainland by accumulation of compressed snow whose own weight and movement convert it into ice, are constantly descending to the seaboard. As they reach the sea and extend from land into water, the weight of the overlapping portion results in the breaking off of fragments which, though only fragments as regards the relative mass of the glaciers, form the gigantic icebergs, sometimes miles in length, which pass in a grand procession South, and often enter and block up the entrance to a harbour until a lucky change of wind again carries them out into the open sea.

The frontispiece shows a fine berg photographed by the author's daughter at St. John's. The berg was about 600ft. long and 150ft. high. It remained stranded outside the harbour for three weeks, and is shown in the distance in view 2, where the picture of St. John's Harbour is bounded outside the "Narrows" by this beautiful berg. Other views of icebergs are shown in views 9, 23, 87, 92, 93, 103, 104, 107, 110 and 114, and show the fantastic forms which they assume. Views 92 and 114 especially show the manner in which they melt away or decay, but although photographs can show the form and to some extent the effects of light and shade, they fail to bring out the exquisite delicacy of colouring, the shimmer of blue and green, and the general awe-inspiring effect which a "live" iceberg has upon the beholder.

The visible portion of the berg gives but little idea of its actual extent, as only about one-eighth of its *bulk* is above water, the remainder being submerged. In other words, the iceberg weighs only about seven-eighths of the weight of an equal bulk of water, but the *height* of the visible portion of course bears no relation to the depth below sea level. This is shown roughly in the sketch on the next page, which also indicates the instability of the berg.

So great is the tendency to change position as portions of the berg melt or break away either above or below sea level, that an iceberg is one of the most dreaded enemies of the seaman, and is almost the only thing on the sea which a Newfoundland fisherman fears.

Their sudden and unexpected movements, the long spurs which frequently extend from them, the disturbance of the sea for a considerable distance around, and the impossibility of even guessing what icebergs will do or when they will do it, keeps the seaman at a safe distance when darkness or fog does not prevent the possibility of his seeing their proximity. Many terrible stories could be told of destruction by icebergs, and more of the mysterious disappearances of ships in these waters can be certainly attributed to this cause than to all others.

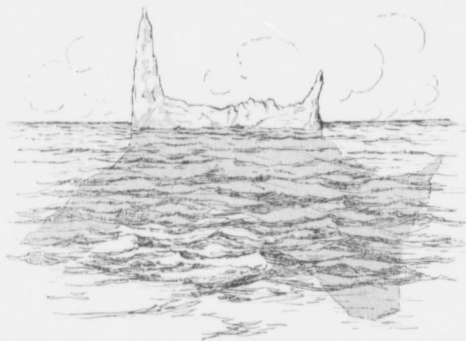
As some of the icebergs are broken off from what are known as "moraines," *i.e.* from parts of the glacier which are covered with the debris from the land which their enormous weight and resistless forward movement has torn into fragments, they often bring with them interesting geological evidence of their source, and stranded icebergs carrying enormous blocks of stone have melted on the shore, or even at places which are now some distance inland, and have left these in the form of "erratic boulders," which at times have puzzled the amateur geologist, and which are always of interest as indications of the geological nature of the unvisited Continent from which they have been borne. On account of the gradual melting of the ice the blocks are often left in the most extraordinary positions, and in a few cases are so poised that a slight pressure will move the block as though resting on an accurately adjusted pivot. Such cases have resulted in the production of the "rocking stones" with which the tourist in other parts of

the world is acquainted. Newfoundland, in its earlier days, appears itself to have been covered by a glacier, the erosive action of which may be seen in many parts where the deep striations of the rocks can be explained by no other hypothesis.

Although the icebergs themselves are practically unapproachable, the harbours and bays are at times well supplied with "baby" icebergs, if one may so describe the berg during the last few days of its existence, and these final relics of the disappearing monsters may be seen and handled, and their freedom from salt proved by the tourist who cares to hunt them in an ordinary rowing boat. The hunt, however, except for the beauty of the scenery, and the exhilarating effect of the air and the general surroundings, can scarcely be recommended as a pastime, and will not be referred to in the section dealing with "Sport," etc.

The floe ice, *i.e.* the blocks of frozen sea-water which, during the Winter and Spring, flows regularly by the coast and far out to sea, although not so pleasing to the eye, is of inestimable value to the Newfoundlander, for it is on these blocks that the seals bring forth their young, and it is from them that the sealers reap the harvest which Nature has so lavishly sown. For information on this point, however, the reader is referred to the section on "The Fisheries" (pages 10 to 15).

Throughout the year, but particularly in Mid-Winter, the visitor will be charmed by the occasional appearance of the "Aurora, Borealis" or "Northern Lights" which can nowhere be seen to greater advantage. It is impossible for pen or words to describe the beauty of this wonderful phenomenon which, though apparently of magnetic origin, is still to a great extent a mystery to the scientist and the camera completely fails to record its vagaries. Varying in colour from a pale sea-green to a vivid red, and in form from undulations like those of a curtain swayed and folded by the wind, to streaks of light shooting radially from a central point coincident



with the magnetic North, the gorgeous displays of the Aurora delight the eyes and deeply impress the minds of all those who are fortunate enough to witness them.

For some reason which we cannot explain, these manifestations of terrestrial magnetism have been less vivid of recent years, but they are still so frequent that few visit our shores without at least seeing something of their beauty.

On calm days, and especially in Summer weather, the variety of mirage locally known as "looming" may commonly be observed at sea. This interesting spectacle is due to the existence of layers of air of different density and humidity lying one over the other, and produced partly by the direct heat of the sun and partly by its radiation from the surface of the water. It is, in fact, produced by exactly the same causes as the mirage of the desert, with this difference, that whereas the latter is also caused by layers of air of different density, the lowest layers are the hottest and least dense, while on the colder ocean, the upper layers are hottest and lightest. These layers of air by their different "refractive" powers, alter the position of the rays of light so that an object lying within or beyond them appears raised, enlarged, and usually slightly dimmed. Objects thus seen have a peculiarly unreal aspect, and when their distance or the "refractive" power of the air is sufficient, the original object may be seen with its reversed image above it. A ship in full sail, or an island, may thus be observed with another ship or island turned upside down above it, but forming an almost exact copy as though seen in a mirror placed above it. The interest of the sight is accentuated by the appearance of more of the object in the reversed picture than is visible in the original, an effect due to the lifting power of the refraction, so that, for instance, a church on the Island, though hidden through the curvature of the earth or sea, may be distinctly visible in Nature's copy. Here, however, as in the mirage of the desert, the picture can only be the reflection of an object which actually exists, although the effect of looming on cloud banks and particularly on bands of local mist, will often give one the impression of distant land.

To those interested in marine life, a visit to any of our bays is full of delight. The visitor may watch or join in the fishing for cod or the "jigging" for squid—the cuttle-fish which forms the daintiest and most deadly bait for the cod and which has been the most prolific "bone of contention" in the great French shore question—or, if present at the psychic moment, may see the arrival of the "caplin" in such quantity that they may be bailed out on the beach in buckets, and are thrown upon the shore by the waves so plentifully that they are employed as manure by the inhabitants.

The caplin is a small thin fish, too long and narrow to be said to resemble either a sprat, pilchard, or herring, but partaking of the nature of each in flavour. It forms a dainty dish when fresh, and, when dried, a staple article of food, and possesses a rich though peculiar flavour, which causes it to be much appreciated as an appetiser.

All matters relating to the above, and to the herring, lobster, whale, and seal fisheries, are referred to in more detail in the section dealing with "The Fisheries," (page 10), but a passing reference may be made to the "devil fish," for which Newfoundland justly claims the record. The devil fish, immortalized by Victor Hugo, was no doubt a gigantic specimen of the cuttle fish, or "sepia," which is eagerly sought in the Mediterranean as a delicacy for the epicure, although its Newfoundland brother, the "squid," is an object of loathing to the fisherman, and would be avoided but for its value as bait for the cod. It is, indeed, more commonly known as "bait" than by its baptismal name.

The cuttle fish, sepia, or octopus, all of which names refer to the same creature, possesses a peculiar bag-like body, with eight tentacles protruding at one end, and containing a curious cellular tapering "bone," round which its soft body is formed. This bone, when dried and ground into powder, forms the well-known "cuttle fish powder," whose selling price as a dentifrice so far exceeds its intrinsic value.

The squid, on the other hand, although very similar, belongs to the family of "decapods," and is the proud possessor of ten tentacles, and is rightly credited with a truly diabolical ability in hitting the "bull's eye" when it discharges into the face of the unwary fisherman the inky material secreted in its body for purposes of defence, or for darkening the water while it escapes on the approach of an enemy.

The squid, like the cuttle fish, is usually only a few inches in length, and its numbers are kept down by its many enemies, so that

few have the opportunity of attaining the dignity of "devil fish." Those few, however, which escape the dangers of youth and have sown their wild oats with discrimination, appear to be too formidable for most fish to tackle, and as their lives appear, barring accidents, to be longer than their evil habits seem to justify, they increase in size until they become real terrors of the deep. The enormous size to which these monsters have been actually proved to grow, and the accounts of the fishermen who have seen and killed them, have been fully and most interestingly described by the late Rev. Dr. Moses Harvey, who was the first to publish a scientific description, and for whom they appear to possess a peculiar fascination, and who has taken care to sift the wheat from the chaff and only to publish that which he has proved to be true.

A little chaff is, however, sometimes a useful thing, particularly in the dry pages of a Guide Book, and perhaps the author may be forgiven for referring to the following hitherto unpublished story which he tenders as a votive offering to the American visitor, and as a reminder to them that big things may be seen even in our little island.

The incomparable Barnum, having exhausted the sea-serpent, worn out the six-legged calf, and "bust" the indiarubber-skinned man, instructed his trusty henchman to journey to the Newfoundland seas, hitherto untrudden by the searching eye of the freak-hunter, and to bring him back the largest devil fish he could find. The expert arrived safely at St. John's, and after advertising the object of his visit, took up his quarters at the best hotel in town and awaited developments. Aided by the largesse which he lavished in the form of unlimited rum on the innocent and confiding fishermen, he was able to furnish Mr. Barnum with enough details of what had been seen and what might be hoped for, to encourage that enterprising showman to instruct his plenipotentiary to sit tight until the devil fish materialized. He obeyed his instructions literally, and even prevailed on the naturally abstemious fishermen to do the same. The longer these men sat the tighter they became, and the tighter they got the more their mental vision expanded, and the more wonderful became the reports transmitted to Mr. Barnum, until even he became sceptical as to the existence of a monster which hurled icebergs at ships in order to crack them like nuts and reach the kernel formed of the hapless sailors.

At last, one happy day, when the envoy was expecting a cabled recall, to be followed by a "wiggling" in New York, news was brought that a still-living devil fish, which actually "out-Heroded Herod," had been found stranded in the Bay of — (the name of the locality has been unfortunately lost through the carelessness of the chronicler).

With a light heart, the happy man chartered a tank steamer with lifting gear capable of raising a hundred tons at a pinch, and started with well-lined pockets to secure the priceless treasure. Notwithstanding the contrariness of wind, sea, tide, fog, and other forces of Nature which combined to obstruct his journey, he at last reached his goal determined to take the monster back alive, if possible, or, if dead, pickled in spirit, even though he purchased all the rum in the island.

Fortune, however, was against him, and when he approached the owner of the foreshore on which the fish had been cast, he was met by the news that the incident had been correctly reported but that the finder and his friends had cut up the devil fish and manured their three fields with it.

Returning again to the paths of rectitude, it may not be out of place to refer once more to the valuable denizens of the Newfoundland seas and bays. The whale fishery, which, to the few individuals and syndicates pursuing it, is probably the most profitable fishery in the world, is of comparatively recent growth, and is described under "The Fisheries," and illustrated in views 53, 108, and 109, but there is an opening for the sportsman, and, in the writer's opinion—although he may prove entirely wrong on this point—for the merchant, in the hunt for the "horse-mackerel." These gigantic fish, often six feet or more in length, exist in large numbers in our bays, and particularly in Green Bay, and are similar to the tunny fish of the Mediterranean and the tarpon of Floridan waters.

The writer is not aware that it has so far been hunted by the sportsman or sought for by the business man, although he has heard of an instance of horse-mackerel, on account of its reddish flesh, being canned and sold as salmon. It is stated that the consignment was returned by the purchaser, who refused delivery and declined to pay, in the briefest and tersest terms consistent with the courtesies of commercial correspondence, but the reason given appears to have been that it was not salmon rather than that it was unfit for food.

As a matter of fact, one of the most delicate breakfast dishes is tunny fish pickled in oil, with a suitable flavouring of herbs, similarly to sardines. Good prices are secured for these tins, and it would probably be profitable for the enterprising shipper to "keep a line" of tinned horse-mackerel, christened, however, "Newfoundland Tunny," or by some other alluring name, and sold at a sufficiently high price to induce the epicure to try his palate upon it and bring it into fashion. This once done, the cost could be lowered to a price which would be profitable to the canner while within the means of the masses. The old joke that the cannery eat what they can and can what they can't, might then have a further application, because the Newfoundland fisherman has peculiar tastes, and, although he has never lost his taste for cod fish, and is not likely himself to eat what his forefathers deemed unpalatable, is sufficiently business-like to permit others to purchase from him what his own more matured judgment rejects.

It may well be enquired, what causes the various fish which congregate in such enormous quantities round Newfoundland to select this island in preference to all others, but the reason is not far to seek.

The luminosity or phosphorescence which the sea in the wake of a moving vessel often shows, is seen in the most accentuated form in those parts of the ocean where the fish congregate, and those who have sailed through these waters, and especially in our bays, and have noticed the phosphorescence caused by the splashing of the oars, may have observed enormous quantities of jelly fish of every conceivable form and colour, and may even have collected them by holding a bucket over the side of the boat. These jelly fish, all of which belong to the family of "medusæ," are indeed so numerous that the bucket will at times appear to contain more of them than of water, but their actual substance is small, and although the beautiful tendrils and streamers which hang from them add to their apparent bulk, they are more largely composed of water than is any other form of marine life.

These "medusæ" are probably all more or less endowed with the power of becoming self-luminous, but the variety which is credited with causing the bulk of the luminosity of the sea, is a small, globular, jelly-like organism, smaller than an ordinary pin's head, and known as "Noctiluca miliaris," a poetical name, meaning thousand moons or thousand nightlights.

Many of the "medusæ," or jelly fish, have the power of stinging human beings, from which power Aristotle christened them "sea nettles," but all serve as food to the fish and to the whales. The latter, although having to take large and frequent meals in order to obtain sufficient to satisfy their appetites, have but to swim through the water with their mouths open to allay their hunger. It is difficult to understand why these colder waters should thus teem with life, but the travelled tourist has only to see for himself to judge whether they are not more blessed in this respect than are the warmer seas.

Returning again to land, the island can scarcely be described as an agricultural colony. The land as a rule is not particularly fertile, and the climate is not such as conduces to the growth of agricultural produce, although Newfoundland grows excellent potatoes and other vegetables, and raises a fair number of sheep and cattle. The wild deer, or caribou, a variety of reindeer, yields the finest venison in the world, and the pelts, or skins, of the fur-bearing animals, such as the otter, beaver, fox, bear, wolf, etc., have a world-wide reputation. The wolves, bears, and beavers, are becoming increasingly scarce, but the otter skin, and especially the variety of fox known as the silver fox, are particularly sought for.

Of wild fowl, the grouse or ptarmigan, the curlew, plover, and snipe, the wild duck, and the black-cock, deserve special mention, while the so-called rabbits, which are derived from a few American hares imported from Nova Scotia about thirty years ago, have increased so abundantly as to form an important article of food. They are somewhat small, but the peculiar aromatic flavour which their flesh gains from browsing on the young spruce shoots, gives them a special claim to the gourmet's attention, and their low price—sometimes so little as ten cents the pair—endears them to the poor.

The trout and salmon which stock our ponds and rivers, yield never-ending delight to the angler with bait or fly, and give "bags" whose truth is far stranger than the fiction of the most gifted of Yankee narrators of fish stories.

Newfoundland is well timbered, and the lumber trade is a flourishing and important one. The watersheds of the principal rivers are most favoured in this respect, and the visitor to Exploits, for instance, should endeavour to visit the great saw mills at Botwoodville,

and see the "booms" of trees brought up and the individual trees raised to the mill, where they are converted into planks and loaded on the steamer "while you wait."

The forest fires which are so frequent, have desolated large tracts of forest lands, and the traveller on the railway will pass through miles of country where the skeletons of the trees still stand, some black, but many bleached to a ghastly white where the weather has removed their charred surface.

The principal trees are the pine, spruce, birch, larch, and fir, and much of the timber produced is excellent for shipbuilding.

It is a curious fact that after a forest fire, the first thing which grows is the raspberry, although it may never have been seen there before, and the manner in which its seeds are carried there, unless transported by birds, is unknown. So well recognised is this, that the settler is credited with burning a tract of land when requiring a supply of raspberry canes, somewhat like Charles Lamb's Chinaman, who discovered that roast pork was good while economically devouring the corpse of a pig found dead in the ashes of his burnt-out home, and ever after burned down a house when requiring that delicacy for dinner.

These wild raspberries, which, like most of the "berries" of Newfoundland, are generally preferred to the cultivated varieties, share with the wild strawberry, the bake-apple, the capillaire, the squashberry, the partridge berry, and above all, the whorts, the honour of supplying Newfoundland with one of its greatest Autumn pleasures—"berry-picking." These delightful picnics can be held within walking distance of St. John's as easily as at the outports, and the "billy" tea with home-made cakes, which forms an important part of the function, requires to be well catered for if the berry picker is not to be sent home a sadder and hungrier man.

Some idea of the profusion of these berries may be gained from the fact that in the season, whorts can be obtained at ten cents, and bake-apple, partridge berries, and squashberries, at about twenty cents per gallon.

Those who are interested in folk lore and in the survival of old customs, will do wisely to study the habits of the inhabitants of the least frequented outports. Many quaint and interesting observances may be found there in full force, although the British town or village from which they originally came has forgotten them, or only remembers them as matters of history, or as seldom heard-survivals of olden times. Space forbids any further reference to these customs or any fuller details in the earlier portions of this section, and the reader is now referred to the remaining sections for a somewhat more complete account of such matters as seem likely to interest our visitors.

The writer cannot, however, conclude this section without offering a tribute to the kindly side which is so conspicuous in the character of the Newfoundlander. His travels have taken him to most of the outports and to the Labrador, and he has always found himself among friends; some old friends, some friends of the moment, but all *friends*. The unknown visitor will no doubt have a similar experience if he will remember that the Newfoundland fishermen form a type of their own and require to be approached in the right way. Wealth, title, or position may help, but the man who wishes to win their hearts, to share their hospitality, to learn their ways, and to enjoy the time he spends among them, must consider himself as "one of them," or be willing to sacrifice at least half the enjoyment of his trip.

THE FISHERIES.



THE importance of the Cod Fishery to our Colony has already been mentioned, and the fact that over one-fourth of the total population of the Island are directly engaged in it, shows that it is our staple industry.

The few statistics given at the end of the Introduction (p. 2) show that the Cod accounts for nearly two-thirds of the total products of the fishery, and this being the case, the well-maintained price commanded by the dried cod and the absence of any falling-off in the production, such as has taken place in Norwegian waters, accounts in large measure for the continued and increasing prosperity of the Island generally.

The Newfoundland cod fisheries far exceed those of any other part of the world, and yield about four times as much as those of the Dominion of Canada, and about double those of Norway.

Although the fisheries were started about 500 years ago, shortly after Cabot's landing, and have been in full-swing ever since, the enormous drain on the ocean's resources appears to have had no effect in reducing the supply.

At the commencement, the work was mainly conducted by fishermen from Norway and Brittany, and from the Basque Provinces, and evidences of their settlement on the Island are everywhere apparent in the names of the towns and bays, and in colloquialisms which might puzzle the most skillful etymologist, save for this link with another race.

The English soon recognised the value of the fisheries, and established fishing stations on the eastern coast to which the fishermen went from England in the Spring and from which they returned with their catch at the end of the season.

The advent of the cod is preceded by the appearance of the herring and caplin already referred to in the previous section, through which the reader should glance for further information on this and other matters relating to the fisheries. In the early Summer, the caplin appear in myriads along our shores and in our bays, and the tourist who is present at the right time, a piece of luck which can happen to but few, as it lasts for only a few days, should visit such places as Topsail beach, Torbay, Holyrood, etc.

Pursued by the cod, horse-mackerel, whale, and other marine enemies, and accompanied by dense clouds of birds who swoop upon them from the sky, the caplin appear to be driven by fright upon the shore, where they fall a prey to their last enemy, man. Each wave throws its burden of fish on the shore and leaves a shimmering, leaping mass as it recedes, and the fishermen, with their nets, stand knee deep in the water and collect the spoil in heaps which are carted away for drying as food or for use as manure. Large quantities are employed for this purpose and they may be seen, still alive, thrown around the cabbage plants, etc., which they are intended to fertilize. Whether this can be described as sinful waste may be doubted, as if not used for this purpose, the enormous masses which are thrown on our shores would still be lost unless a demand larger than the local consumption should arise. It is curious also, that later in the year, the sea itself all round the island is covered with dead or dying caplin, for whose death no reason can be given.

Although the caplin possesses many points in its favour as food, and particularly as a breakfast dish when dried, it is but little appreciated abroad, as is shown by the fact that in 1903 the amount exported was valued only at \$723. Probably a system of tinning, as for sardines, would form the best method of dealing with the question of export. It is indeed likely that in this form, a very considerable number might be sold.

The herring, important like the caplin both as a source of food and as a bait for cod, makes its appearance in October, and again, less plentifully and of inferior quality, in May and June, and furnishes a valuable, though variable asset to the fisheries.

Although it is impossible to give definite particulars regarding the herring catch, as the Government returns are incomplete, its importance may be gauged from the fact that in 1903 there were fifty-six American and thirty-two British schooners engaged in the trade in Bay of Islands alone, and that they produced over 75,000 barrels of herring. The total exports from Newfoundland and Labrador for the year 1903 amounted to 142,709 barrels, valued at \$331,114.

Fifty years ago the centre of the industry lay in Burgeo Islands, Hermitage Bay, and Fortune Bay; while twenty years since, the Labrador herrings were regarded as the best and were extremely plentiful. Immense quantities were thrown to waste or used as manure, but these grounds have now been deserted except in the case of Fortune Bay, and the most successful localities at the present time are Bay of Islands, Bonne Bay, Placentia, and Fortune Bay.

The squid, which has been referred to on page 6, is of use only as bait for cod, but its importance may be gathered from the fact that during the Summer, "jigging" for squid forms an important source of income to the fisherman, who sells his catch to the fishing schooners, which depend entirely for their success on the supply of bait, and bait of the *right sort*. Probably the best is the squid, and one method of catching them—that of "jigging"—is unique and interesting. They are caught on unbaited hooks which are fixed to lines hung over the sides of the boat. The lines are kept constantly in motion, and the squid are either so plentiful or so curious and interested as to examine the dancing hook too closely, so that large numbers are secured, and these find a ready sale to the schooners which call at the bays before proceeding to their fishing grounds. Enormous numbers are caught in Trinity, Bonavista and Notre Dame Bay; and much is used as manure on account of the unfortunate habit which squid, like the herring and caplin, have of congregating in one locality and severely leaving alone others where a warmer welcome would await them.

This question of bait is one of supreme importance and might be rendered much simpler by the provision of suitable cold-storage arrangements on shore and on the boats. In the early Spring the herring forms the chief bait, followed by the caplin in June, and supplemented later by the squid.

The French fisheries—formerly constituting the most burning question between the Newfoundland Government and the French, and, incidentally, the British Government—depend almost entirely on the supply of the bait which their "rights" do not allow them to obtain by legitimate means. The "bait-protection service," which has been introduced to prevent the illicit but highly remunerative sale of bait to French vessels, is so well organized, that practically no bait is now smuggled into St. Pierre; and the consequent failure of the French Bank fishery has no doubt had much to do with the recent pacific settlement of the French Shore question.

The most extensive and important department of this industry is that conducted along the shores and in the bays of Newfoundland and the Labrador, but the deep-sea fishery on the "Banks," which are formed where the Gulf Stream and the Arctic current meet (see p. 4), forms an essential part of the total haul.

The supply of cod in these waters shows no sign of falling off, and, although the catch varies considerably from year to year, it appears to depend almost entirely on the supply of bait, as there is no apparent diminution in the number of fish awaiting capture.

In 1904, the total value of the cod fishing for Newfoundland and Labrador was \$6,766,529 for dried cod-fish; \$371 for fresh cod-fish; \$287,045 for "cod-oil"; and \$482,792 for cod-liver oil. The latest figures available show that in 1904, there were 101 vessels engaged in the cod fishery on the Banks; 918 on the Labrador; and about 2,980 in the coast fisheries.

Want of space prevents any description of the fishing on the "Banks," or more than a passing reference to the Shore and Bay fishery. In the latter, both hook and net are used, the nets for the shore fishery being formed into traps, whose open mouths admit the cod as they "coast" along the shore, but are not readily found by the fish in its attempts to escape. As much as thirty quintals (hundredweights) may be caught in one such trap (see views 111 to 118). It may be mentioned here that one of the author's views has been copied by the Newfoundland Government for their eight-cent Jubilee stamp, and by the Canadian Government for their two-dollar bill.

This system of trapping cod may be seen by the tourist in most of our bays and along the shore, and he may himself make a large catch with hook and line or even by the unsportsmanlike method of jigging already referred to. The immense numbers in which they congregate in certain places can only be realized by those who have gazed down from the side of a boat and seen them massed together in the clear water.

The local consumption of cod, is of course, large, and the methods of cooking it legion, and so well understood by the Islanders that the tourist will always find it palatable when eaten in Newfoundland, although the average British housewife elsewhere appears to be unable to bring out the points of the dried salt fish sufficiently for the English taste. Not only are the fresh and salt fish daintily cooked, but the tongues and sounds are particularly delicate.

The principal industry is in the salting and drying of the fish for export to Catholic countries. The fish is split open, salted in "stages" and dried on "flakes," the livers being set aside and "rendered" out for the production of the cod-liver oil for which Newfoundland is famous. View 112 shows a typical drying "flake" built out from the wharf and covered with the fish, which are merely air and sun dried and whose value varies much with the climatic conditions at the time of curing.

In 1903 about a million and a half hundredweight of dry fish was produced. This amount is equal to that of the year 1902 and the selling price of the fish was about forty per cent higher on account of the failure of the Norwegian fishery, and of the shortage on the catch of the Nova Scotian, French, and other foreign vessels on the Banks. In 1904, the total value of the exports from the cod-fishery was 86,766,529.

A few words as to the preparation of the cod-liver oil, whose value amounted to 8482,792 in 1904, may be of interest to the reader.

The oil differs considerably in its chemical composition from other oils, and its medicinal value, which appears to be unimpeachable, may depend largely on the presence of certain glycerides which are present, some in comparatively large and others in extremely small proportions in this oil, and have not so far been proved to exist in others.

The selected livers are either "rendered" by heating and stirring in a vessel heated by a water or steam jacket, like a gigantic glue-pot, or by the more modern method of direct steaming. The rendered oil is filtered, sometimes through cloths and sometimes through animal and wood charcoal, the former of which decolourises it, while the latter more especially deodorises it.

Trade requirements render it necessary to produce an oil which does not congeal except at very low temperatures; and although there is no reason to think that such oil is better than, or even so good as the natural oil, it is essential for the production of what is known as the "finest" quality, to cool the oil in a refrigerating apparatus, and remove such solid constituents as are thus crystallized out. Bleaching is also sometimes resorted to: the only recognised method, though perhaps not the only one actually used, being exposure to the sun for a few hours.

The rivers of Newfoundland and Labrador teem with salmon and sea trout, and since netting has been forbidden and salmon "passes" and "ladders" have been erected to enable the spawning fish to pass to the upper waters, notwithstanding the big falls which would otherwise prevent their ascent, there has been a steady increase in the amount of the salmon catch and in the numbers which are known to remain. A further encouraging feature is the increase in the size of the fish, which are now frequently caught up to 30lbs. and have even scaled 50lbs., although the largest so far caught with the fly was not over 35lbs. in weight.

The sea-trout of the Labrador are the finest, and reach as high as 10lbs. in weight, but the Newfoundland rivers are full of excellent, though smaller fish. Both salmon and trout furnish the finest sport to the angler which can be found anywhere; and the "mud" trout of our lakes, though smaller, supply equally good sport and possess a flavour which is not excelled by the trout of any other part of the world.

The export of salmon, both tinned and fresh, is a remunerative and increasing industry. In 1903, the exports from Newfoundla

and Labrador were valued at \$73,491, including 183,253lbs. of fresh salmon valued at \$12,349, or nearly seven cents per pound, while in 1904 the exports were valued at \$75,332.

This large and increasing industry is now operated by about sixty British factories, employing nearly 500 men. In 1903 not less than 30,596 cases, valued at \$397,952, were exported. Each legalized lobster packer operates along a specified strip of the coast varying from one-and-a-half to fourteen miles in length, and from which all others are excluded. Illicit canning is, however, so profitable that it has been found impossible to stamp it out, and large numbers of residents along the coast are engaged in it. Practically all the lobster which is exported is caught in the usual lobster trap, but they are so plentiful that a lobster can be obtained at any time from most of the wharves by "spearing" with a pointed pole.

THE LOBSTER CANNERY.

Any one who has visited our shores and bays must (as already mentioned on page 7) have been impressed by the large number of whales which may be seen, but the whale fishery as an established industry is the growth of the last ten years. Although even now only operated from a few factories, its growth has been phenomenal and the profits to the few engaged in it have been larger than from any branch of the fishing industry in the world. Its growth is shown in the fact that it increased from \$1,581 in 1897-8, to \$15,606 in 1898-9, and that since then each year has about doubled the record of the previous year. In 1904 it amounted to \$356,176. Twelve whaling stations are in actual operation and licences for others have been granted.

THE WHALE FISHERY.

The whales caught belong to the sulphur-bottom, hump-back, and fin-back tribes, the latter sometimes exceeding seventy feet in length. Views 108 and 109 show the carcase and head of hump-back whales in Notre Dame Bay, while view 58 shows a whaling station at Balaena.

The whales are shot from a harpoon discharged from a gun, and are so plentiful that when a whale is required, the steamer puts out and brings in its quarry to the factory as surely, easily, and safely as a butcher would secure a sheep from the pen.

The harpoon is secured to a cable and the dying whale is gradually hauled to the ship's side by a steam winch. The glamour and danger of the Greenland whale fisheries is not present here, but the profits are greater and the only fear is that the seas may become denuded of this valuable asset through a too indiscriminate destruction of this slow-breeding mammal.

The whale-fat is worked up for oil, while its body, which was formerly allowed to rot or float about until devoured by fish, is now almost entirely worked up as guano. Whalebone is also exported, but a considerable portion is converted into guano. In 1904, \$29,557 worth of whalebone was exported. It is indeed probable that ere long the meat will be converted into extracts and other articles of food which, if properly prepared, should be decidedly cheap and yet wholesome.

THE SEAL FISHERY.

This industry, which comes next in importance after the cod-fishery, has only been prosecuted with any energy during the last hundred years. The returns are extremely variable. In 1903 the value of the catch was \$755,700, and in 1904, \$561,964, but "lean years" are so frequent that the fishery is by no means so profitable as it seems. The speculative nature of the enterprise, and the value of the haul, when success crowns the venture, are however so great, that capitalists to fit out the ships, and men to man them are always to be found; and now that legislation is preventing the indiscriminate slaughter which formerly ruled, there is more regularity in the proceeds, and less likelihood than there seemed to be ten years ago of the extermination of the seal. Another point in favour of the seal fishery is that it is prosecuted when the other fisheries are in abeyance, so that even though the men may make but little on some of their voyages they would be earning practically nothing if ashore. This, together with the prospects of a large return, the change from the monotony of their general life and the shortness of the trip, forms a further inducement to them.

It is scarcely necessary to point out, that although the Newfoundland seal-skin is dressed and mounted for many ornamental purposes, it is not the true "fur-seal," and the animal's value depends partly on the fat and partly on the value of the skin for the manufacture of leather.

The seals give birth to their young on the floe ice coming down from the Arctic regions, and, provided the ships can reach the ice at the right time, there is practically no doubt that a good haul will be obtained. There are, however, many elements which render the industry a hazardous and speculative one. The ship may miss the main body of the ice upon which the seals assemble, or she may become jammed in a floe from which, if she be not crushed—and this fortunately seldom happens on account of the great strength of the vessels—nothing but a favourable wind to separate the ice can release her.

Not only the owners, but the captain and men, the latter of whom share one-third of the profits of the "take," depend entirely on the result of the expedition, and although such prizes as loads of 20,000, 30,000, and even in one case 45,000 seals, valued at about \$100,000 have been taken, it is by no means uncommon for a ship to return with an almost empty hold.

The seals which constitute the main portion of the catch are born on the ice between the 15th and 25th of February, and at that time weigh about five pounds. By the time they are four weeks old, the skin and the layer of fat between the skin and the body weigh from forty to fifty pounds and are at their highest perfection. The seal does not take the water until it is about six weeks old, and as they are then almost beyond the reach of the sealer, the bulk of those which are destroyed have scarcely tasted the pleasures of existence.

When first born, the seal is known as the "cat" and is covered with long white hair, which, however, soon gives place to a thicker and closer covering, so that the seal of more than a fortnight's growth is known as a "white coat." Those which escape the sealer reappear next season with their white coats changed to the bluish-black tinge with which we are most familiar. A peculiar darker marking on the back, shaped somewhat similarly to an ancient harp, gives rise to the name of "harp," by which they are commonly known.

Owing to the astonishing regularity with which the seals breed, it has been found that about the end of the second week in March is the best time for killing. If they are encountered later, they may be sufficiently grown to escape into the sea, while if met with too soon, the instincts of the sealer impel him to kill them while yet too young to be of much value, or even to kill the mothers before the young have been brought forth. The 12th of March, for steamers—and the 1st, for sailing vessels—has therefore been fixed upon by law as the earliest date at which the vessels may leave port, and no seals may be killed before the 14th.

The method of killing is extremely simple. Except when guns are used, the sealer leaves the ship armed only with a knife and a "gaff"—a long pole shod with iron and fitted at the other end with a hook. With the "gaff" he strikes the seal on the nose, and having thus presumably killed it, cuts the skin from nose to tail and tips the body out from the "pelt," by which name the skin and fat are known. The body, which falls out almost free from fat, is left upon the ice, but the pelts are strung together and hauled to a convenient spot, ready for their removal to the vessel when all the seals on the floe have been slain. The sealers continue the work of death until the whole of the seals are killed or have escaped, sparing no time for food, except perhaps to devour the tit-bit to which they are stated to be particularly addicted, namely, the heart of the seal, which is said to be sometimes (when the sealers are hard pressed) devoured raw and warm as it is extracted from the scarcely dead body. Some of the workers may be seen with a string of hearts secured to their belts ready for discussion on returning to the ship, where of course they are consumed under the more favourable conditions supplied by the cook.

When the ship is laden, or when the prospect of a further catch appears small, the vessel returns to port. This may occur within a week or fortnight from the time of starting, in which case the ship formerly made a second or even a third trip, but one fair load ensures a large profit, and a second journey is *now* forbidden by law. It is, however, common for a proportion of the ships to return almost empty, the owners losing heavily and the men receiving nothing for their labour.

When the ships reach St. John's or Harbour Grace, from which the industry is mainly carried on, they proceed to the "South-side" of the harbour and unload, the men not being freed from the agreement which they have signed until the last "pelt" has been laid upon the wharf. The lives of the sealers while on board, are anything but pleasant. In ordinary times, they have sleeping accom-

modation of a kind, but when things "hum," not only the hold, but every available part of the ship, even to a great extent including the coal-bunkers, is given up to the catch, and the men sleep amongst the skins and fat as best they can.

The operations by which the "pelts" are rendered marketable are extremely interesting. The pelt is laid upon a table and the fat is cut away by "skinners" who well deserve the title of "skilled." The speed with which they perform the work is astonishing, and their earnings during the busy season are high.

The skins are salted for exportation and the fat is rendered down with the aid of steam for the production of the well-known seal-oil. When wind and current carry the ice into the harbours or near the shore, as often happens, the local fishermen also secure a rich harvest.

A small number of "bay-seals" which live in the bays and up the rivers are also shot by the residents, but the number is comparatively small and it would probably be better if they could be killed off on account of the destruction of the salmon, on which they subsist. These bay-seals, however, form good sport for the tourist, and can commonly be seen basking on the rocks within gun-shot of a boat. The settler generally has a gun, and one may frequently see the pretty skin of a seal stretched out to dry on his outhouse door.

THE MINERAL INDUSTRY.



ALTHOUGH the mineral output of Newfoundland compares but poorly with the fishing industries, it has been by no means neglected. It forms a large and growing source of income to the Colony, and furnishes work for an important section of the inhabitants.

A lengthy volume might be written on the geology and mineralogy of the island, with which the author has been so intimately associated, but the matter is scarcely within the scope of this work, and has furthermore been very fully and ably dealt with by the late Sir Alexander Murray, and Mr. James P. Howley our Government Geologist, in the Annual Reports and other volumes under the auspices of the Geological Survey of Newfoundland.

The Laurentian, Silurian, Carboniferous, and other of the oldest strata account for most of the geological features of the island, the newer formations being practically non-existent. Newfoundland is geologically old, and its minerals are such as usually occur in the oldest strata. Fossils are almost entirely absent, and the rugged nature of the coast and headlands, the syenite, granite, and other igneous crystalline rocks, the shales and slates, and the serpentine formations which are so prevalent, all belong to the earlier periods of the earth's history.

One of the first minerals to be worked was copper pyrites, and the Tilt Cove mine in Green Bay, which has been worked for over thirty years, and is still in profitable operation, may be regarded as the pioneer of the mining industry of Newfoundland as it exists to-day.

Large deposits of copper pyrites are known to exist in Green Bay and elsewhere, in addition to the few which have been worked, and there is a promising future for this industry, if operations are carried out on a large scale and under skilled supervision, on some of the low grade ores which, though so abundant, have thus far not been worked.

During recent years, enormous quantities of iron ore have been exported from the island, and the Wabana Mine on Bell Isle, in Conception Bay, is an excellent example of a well-equipped and efficiently worked mining proposition.

As regards coal, opinions are still divided. Extensive deposits occur round Bay St. George, but although the importance of coal to Newfoundland generally, and to its mineral industry especially, is fully recognized, but little development work has been done, and a thorough investigation by technical men is much to be desired.

Chrome-iron ore, iron pyrites, zinc and lead ores, often carrying silver in payable quantities, manganese ore, asbestos, pyrophyllite, and gypsum, are also worked. Enormous deposits of beautiful marble occur at the mouth and along the banks of the Humber River. Gypsum occurs in immense quantity at Codroy and Bay St. George, and plentiful supplies of granite and other igneous rocks exist in many localities, and have supplied the material for the fine railway bridges which span our rivers.

Gold and petroleum also occur, and have caused no little excitement, though, so far, neither has proved a source of revenue to the country.

Fine roofing slate occurs in a large number of localities, and has given rise to an important and growing industry.

In conclusion, the author, whose interests are entire uncommercial, would draw the attention of the capitalist to the potentialities of the island as a mining country. Much money has been wasted on worthless properties or on properties which could not be developed with the slender funds provided, and much disappointment has thus been caused; but a judicious expenditure of capital, though only after the most thorough investigation, should lead to the opening up of many deposits which are known to exist, but have not so far been properly examined, or, if opened up, have not been wisely developed.

SPORT, CAMPING-OUT, COASTAL AND INLAND TRIPS.



SO much has been said in the earlier part of the letterpress in reference to the subject-matter of this section, that the reader is recommended to glance through it before proceeding with the more detailed statement which follows.

The Reid-Newfoundland Company has published a useful little guide pointing out most of the recognised trips which may be taken by rail and boat, and the best spots to visit for fishing, shooting, and scenery. The fact that this book can be obtained on application at the Passenger Department of the Reid-Newfoundland Company relieves the author of the task of the guide-book writer, and leaves him more freedom to indulge in generalities and to give his own views as one who long since, before the railway came into existence, and when many of the show-places were unknown save to the favoured few, enjoyed the delights of the sportsman, scientist, and photographer, under conditions which are, perhaps, more pleasant to look back upon from the very difficulties which had to be overcome.

From June to October the climate of Newfoundland leaves little to be desired. The days are pleasant, and not too hot, and the nights are cool and refreshing, while the weather is settled and more reliable than is the rule in England or America.

The inland scenery is beautiful, and the large number of waterfalls, ponds, and forests, impart a constant variety to the landscape.

The coastal scenery is somewhat rugged, and, although impressive, is not particularly pleasing to the eye, but the numerous bays with which the coast is indented leave little to be desired, and a whole summer might be profitably spent in a single bay.

Newfoundland has frequently been compared with Norway, and it is somewhat difficult to say which country should feel the most flattered. Those who have visited both countries will agree that they possess points of similarity, but probably none would award the palm to either, and the unbiased would be most likely to recommend a sojourn in both. The bays of Placentia, Trinity, and Bonavista, and the beautiful Notre Dame Bay, or Green Bay, in the north, with its innumerable islands, may be mentioned as specially worth a visit.

No country could be better adapted for a yachting holiday than ours, and the simple and inexpensive pleasure to be obtained by drifting, sailing, and rowing about some of our bays in a small sailing boat which will carry, say, half-a-dozen, will satisfy the most exacting appetite.

If one's holiday be a short one, probably the Bay of Islands and the Humber River offer the best facilities. A boat and guide may be procured from any hotel in the Bay of Islands, and a two or three days' trip may be made up the Humber, say thirteen miles, as far as Deer Lake (see sketch map No. 64). Splendid salmon and trout fishing and excellent camping ground may be relied upon, and no better trip for ladies could be desired. Some difficult spots where vigorous poling up-stream is required, only increase the variety.

Those who desire sport rather than scenery, can procure special guides for all parts of the island, and the proprietors of the two Log Cabins specially prepare for such tourists, and it is much to be regretted that Bonne Bay and Green Bay do not yet possess such facilities.

To those who possess even a smattering of such branches of science as mineralogy, botany, natural history, astronomy and photography, Newfoundland possesses a unique interest.

On the bare headlands of the Eastern coast and along the shores of Labrador, the rocks can easily be examined and read. Newfoundland is geologically an old country. All the principal rocks and mineral deposits belong to the early rocks, and the paleontologist will find little in the way of fossil remains to interest him. The crystalline and metamorphosed rocks, however, are of endless interest, and are briefly referred to in the section on "The Mineral Industry."

On our coasts, along Notre Dame Bay from Tilt Cove to Snooks' Arm (see views 31 to 46, 78, 115) the copper ore may commonly be seen shining brightly as the water ripples over it, and the cliffs and rocks show copper stains and other evidences of mineral occurrences which may even be seen from the deck of the passing boat.

For the botanist there is much of interest. The heath family (*Ericaceae*), which includes many of our wild fruit plants, is magnificently represented. In June the landscape becomes beautified by a carpeting of buds, leaves, and flowers, and in the Fall its charm becomes accentuated by the changing hue of the Autumnal tints.

In wild fruits probably Newfoundland is more blessed than any other country. All over the Island they occur in profusion, and the "berries" are brought into St. John's by the thousands of tubs from the district included within the radius of a very few miles.

The heath family furnishes the whorts or blueberry, the partridge-berry, the capillaire, the marsh-berry and the blackberry.

The rose family supplies the wild strawberry and raspberry, the plumboy, the wild pear and the bake apple. This last fruit, besides making a good preserve, is an excellent antiscorbutic, and is said to have been used, tinned, by Nordenskjöld in his Arctic Expedition. They are tinned to a considerable extent on the West coast by the lobster canners.

A purple-flowered raspberry occurs on the Labrador, and is said to be one of the best of the berries. Finally, the honey-suckle gives us the delicately flavoured and coloured squashberry.

The plentiful supply of these berries may be gathered from the fact that bake apple and squashberries can commonly be purchased for twenty cents, whorts for ten cents, marsh-berries for fifty cents, and capillaire for a dollar per gallon. Partridge-berries used to be common at twenty cents per gallon, but the large export to the United States has somewhat increased the price. The high price of capillaire is due to the difficulty in picking such small berries from the low-lying creeping plant on which they grow, rather than to any scarcity, but their unique flavour fully compensates for their high price.

The true cranberry is not found, but the marsh-berry and partridge-berry, though small, are very similar. They grow on creeping

"vines" in damp places, and the partridge-berry is the favourite food of the partridge or "willow-grouse." It covers the "barrens" which are so plentiful throughout the Island.

The squashberry grows on shrubs about three feet in height, and is a red berry having a large flat stone in the middle and making a jelly with a peculiar flavour unlike that of any other fruit.

The bake apple, which also grows on the damper barrens, is extremely common on the Labrador and is brought down every year in enormous quantities in barrels. It grows on a plant about six to eight inches in height, with fine large leaves above which the berries come. Shaped somewhat like a blackberry, its colour when unripe is green to red, and when ripe, yellow. It possesses a unique aromatic flavour both when raw and preserved.

Want of space prevents any description of our flowers and trees, but the visitor will find plenty to interest him. In the Fall, the hill-sides glow with the changing colours of the low-lying plants. The leaves of the whortleberry turn to a uniform bright red, others change to every shade of yellow and brown. The hills south of St. John's Harbour resemble an enormous garden covered with bright flowers, with the bright red of the whortleberry showing through like masses of poppies in a wheat field.

Most of the foregoing remarks may also be applied to the numberless passages and inner runs of the Labrador, such as Grosswater Bay, Sandwich Bay, Davis' Inlet, etc., and although the interior of Labrador is still *terra-incognita*, the coast is readily accessible and a trip to Nain and back may be made as easily and as comfortably as one up the Rhine or to the Islands of Scotland. Those who propose to explore the interior of Labrador, must however be prepared for much hardship and expense, and should not attempt it without a well-equipped expedition. Several ill-advised attempts have ended in disaster, but within a few miles of the coast Dr. Grenfell, and others of the Mission to deep-sea fishermen and the Moravian Missionaries, have made repeated trips and have collected much valuable information.

During its trip of 1,000 miles from St. John's to Nain, the coastal steamer calls at between fifty and sixty places, and the whole of the journey is within sight of land. Indeed, the trip along the Labrador coast is rendered especially delightful because of the harbours, "tickles," inner runs and sounds, through or into which the vessel penetrates. Some of the calling places are on Island Outposts, such as the White Bear, and some far up the Bays, as in the case of Cartwright and Rigoulette.

The Labrador trip is especially enjoyable because not only is the scenery very similar to Newfoundland proper, but the wonderful variety and beauty of the bergs and floe-ice which are certain to be encountered, the Moravian Settlements, the Eskimos and their dogs (see views 96 and 97), the infinite numbers of birds, the splendid fishing, and, above all, the exquisite sense of "newness" about it all, add an indescribable charm to this northern voyage.

The birds may often be seen by thousands in the steamer's track, almost too gorged with caplin to fly or even to swim out of the way.

The author spent a pleasant holiday at Grosswater Bay, partly at the Hudson Bay post of Rigoulette, and partly at Lester's point at North West River about eighty miles from the mouth of the bay (see views 100 and 101), and on board a trading schooner travelling up and down the bay.

Salmon fishing is the chief industry here, as the cod, except "rock-cod," do not come so far up from the sea. Any one who can spare time and money to visit these grand Labrador rivers, such as the three at the bottom of Grosswater Bay, or the four in Sandwich Bay, will be amply rewarded. It was from the Hudson Bay post at North West River that the unfortunate Hubbard Party started out into the wilderness.

The writer well remembers a long Summer day spent outside Francis Harbour. The sea was like glass, and one could see down in the water the silvery flash which meant a salmon caught by the gills in the net. Small icebergs, carried by the current—the deadly enemies of the nets and traps which they tear to pieces or carry away—were pushed around the sea-end of the net; one, which was too large to be thus ignominiously treated, was lassoed and drawn aside with the aid of a second boat, while others were avoided by loosening the grapple while the berg passed. A twenty-foot whale, another of the enemies of the net, came spouting in the vicinity, but fortun-

ately dived under the net without doing any damage, and finally, in the evening, the day's catch of over a hundred salmon, varying from 10 to 30 lbs. in weight, was spread out on the wharf to be ultimately pickled in barrels and sold for two or three cents per lb. The salmon is caught by the gills, his powerful stroke carrying him into the mesh of the net from which he cannot escape. When the angler shows you the 20 lb.-salmon which he has caught on the six-ounce rod, look at the salmon's neck for the chafed mark made by the net and draw your own conclusions.

One of the writer's first journeys was to Notre Dame Bay or Green Bay, scenes from which are shown in views 31 to 46, 78, 115. The bay extends from Cape Freels to Cape John, and is so extensive that the coastal steamer has to divide it into two routes, the Northern and the Southern. Studded as it is with innumerable islands, from the large New World Island and Fogo to the tiny islets of Dildo Run, scarcely large enough to carry a single fir-tree, an observer standing on any high ground—as for instance at Herring-neck—has unfolded before him one of the most magnificent panoramas in the world.

We spent two Summers in Green Bay, but, although constantly on the move, had not time to see one half of its beauty. A glance at the map will show how the inner passages, islands, etc., are protected from the rough water of the Atlantic by the large islands of Fogo, Twillingate, Sir C. Hamilton, etc.

The first Summer we had a yacht (see view 42) too small to sleep in, so that each evening found us pitching our camp on some islet and preparing for the night. We usually landed for our meals, as our boat was small enough to handle easily, and we towed a small "dory."

Leaving Herring-neck with two friends who knew the ropes, we explored Dildo Run, in whose calm waters we spent a delightful week. Unless we sought them, we seldom saw any settlements, but occasionally we persuaded a fisherman's wife to bake us a few loaves. However humble the home, good bread can always be had and fish can be well cooked, and the visitor who knows *how* to ask is sure of a kind reception and a hearty welcome.

From Dildo we visited Change Island, Seldom-come-by, and Twillingate, and then entering the broad estuary of the Exploits River we called at Moreton's Harbour. From here we coasted some distance, passing the "hospital" where birds take refuge from the wind, and where the fishermen shoot hundreds of them both for immediate consumption and for salting for Winter use.

Soon after we passed an Indian burying-place (view 33), where we found actual bones in their birch-bark wrappings. We called at the Black Islands where we camped a night, and brought up at Exploits, which was our headquarters for many pleasant journeys. From here to Norris's Arm is about sixty miles, and the journey is full of interest. At night we regularly heard the peculiar bark of the bay-seal, and occasionally, by skilful stalking, we obtained a shot at one.

Near Norris's Arm is the important lumber settlement of Botwoodville, where the large trees brought down the Exploits River in "booms" are cut into planks neatly and speedily. From there we rowed up to Bishops' Falls, where the railway crosses the river.

Most of the places mentioned above are illustrated in the accompanying views, the numbers of which may be found by reference to the index or list of illustrations.

Turning next to the North of Notre Dame Bay, we come to Green Bay proper (which although, as shown by the map, forms only a small part of Notre Dame Bay, has given its name to the whole Bay) and paid a visit to the lovely waters around Pilley's Island, Long Island, Sunday Cove Island, Little Bay Island, etc.

In our journeyings we were never in want of fish. A few casts of the bright jigger brought up as many cod-fish as we required, and no one knows the proper taste of fish who has not eaten it within half-an-hour of its capture. Just outside Tilt Cove two of our party caught thirty fine fish in about an hour.

While passing Pilley's Island to Tilt Cove, where a prosperous copper mine has been working for over thirty years, we saw the imposing iceberg shown in view 110, and while entering the "indraft" (the local equivalent of the Norwegian "fiord") of Snooks' Arm we passed a whale factory, where views 108 and 109 were taken.

Of the innumerable ways home, we chose the route round Pилley's Island and Triton, across Seal Bay, Badger and Fortune Bays, and so back to Exploits, where we passed out of commission.

While passing the mouth of Fortune Harbour at dusk we found ourselves surrounded by a school of whales. For a mile in every direction the little jets of spray rose into the darkening air. The whales absolutely ignored our presence, and although we fired a few shot they showed no alarm. So erratic were their gambols that we feared they might even rise under our boat or upset it with a stroke of the tail.

Earlier in the evening the calm surface of the water had been ruffled by enormous shoals of herring, and it was evident that we had unexpectedly come across a picnic in which the whales were indulging. Although these whales were then having a good time they are by no means without enemies. Their destruction by man has been referred to in the section dealing with "The Fisheries," but another enemy is the thresher, a variety of shark which wages constant and successful war against them.

One night we were startled by heavy splashing about a-quarter-of-a-mile away; and on our return, after resting on our oars for about half-an-hour, we were told that it was no doubt the tumult caused by a fight between a whale and a thresher. Another day we saw from the deck of the "Home" steamer, a thirty-foot whale leap entirely out the water and the captain assigned as the reason, the attack of a thresher.

The writer has already referred to a pleasant week spent in the winding, island-studded passage of Dildo, sheltered from the stormy seas outside by many miles of land. The islands are in thousands, and navigation is so intricate that only small vessels can be used. The islands are practically all uninhabited, and we pitched our tent every night on one or other of them, seeing no one except occasionally a couple of lobster packers rowing from lobster-pot to lobster-pot.

Sound travels wonderfully on the still water, and the "honk" of the wild goose or the dog-like bark of the bay seals quarrelling, perhaps a mile away, are frequently heard. At certain times of the year wild fowl are exceedingly plentiful in the Bay and in Dildo. We were too early in the season to secure many, and although we saw several broods of young ducks, shellbacks, etc., they were too young, and we did not care to shoot the parent birds.

One evening, however, after calling in vain to several flocks of birds to come within gun-shot, we laid down our guns and prepared for the night's rest. Just as our chaplain was delivering the evening prayer a dozen fine ducks flew overhead, chanting their homeward cry in derision. The chaplain heroically continued his duties but the laity were somewhat lax, with the result that even over the hearty meal which followed in natural sequence, they were severely censured by the chaplain with one hand while he stretched out the other for a "second help."

It is curious to note how well the expert hunter can call these wild birds and beasts. By imitating the call of the bay seal, he can easily lure him within shot. We once shot one in Bonavista Bay, and although we were well provided with canned goods, our crew would not touch these while the carcase of the seal lasted. No more gruesome sight could be imagined than the gory body tied to the stern and seen six feet down through the swirling water as the steamer proceeded on her way. The distortions produced by the movement of the water would cause the visions conjured up by the wildest nightmare to sink into insignificance, but at each meal time the cook hauled it in and added another horror to its form by removing a portion for the preparation of the savoury meal, and returned it to the water.

The fisherman, in his usual laconic style, calls a joint of fresh meat, as distinguished from salt, a "bit of fresh," and nothing troubles his hospitable soul more than to be unable to supply his guest with a "bit of fresh."

Our islands and river banks provide perfect camping ground. Brooks of excellent water run in all directions, and the services of the analyst need not be called in to prove that the water which is used to "rig the kettle" is fresh. What better camp-floor could be wished than that which we had on "Tea Kettle Island," Dildo, formed of an unbroken mat of *empetrum nigrum*—a poor relation of the heath family which grows to a height of about five inches and is close growing and dry, and as springy as a mattress. On this we spread our rugs, arranged our luggage as pillows, and slept the sleep of the righteous.

The Humber River (views 63 to 76, 78 to 80, 82) affords special facilities for camping, and ladies can enjoy its pleasures to perfection. The shores are often sandy, as in the case of the whole of Deer Lake, and are formed in places of varicoloured specks of marble washed out from the river bed or fallen from the high hills above. Save for the occasional visits of the predatory jay, no fear of robbery need be entertained, and the tent may be left unwatched for hours.

Those who are willing to rough it and cut themselves off from their fellows for a few days, cannot do better than pay a visit to St. Paul's Inlet on the West coast, near Cowhead (views 84 to 86), where boat and guides may be procured.

Soon after leaving Bonne Bay (views 49, 77, 83) in the coastal steamer "Home," the shore takes on a unique beauty as different from the rugged shores of the East coast as would be an island in the Pacific. About ten miles back from the shore, a long range of mountains is seen. These are about 2,500 to 3,000 ft. high, and are nearly always capped by beautiful cumulus clouds so motionless and constant in form as to appear almost part of the hills themselves. The "atmosphere" which painters so much admire is always present, and this great desideratum of the photographer can always be relied upon.

St. Paul's Inlet (views 84 to 86, just South of Cowhead, runs about eleven miles through the flat shore until it reaches the very foot of these glorious hills. Beautiful cataracts (views 82, 84) fall down their precipitous sides, and four fine trout streams enter the Inlet. While the writer caught as many trout as he wished of about a pound weight each, the younger members of the party paid a visit up-stream to a beaver dam. This, one of the most valuable of our fur-bearing animals, was at one time in danger of extinction; but a wise enactment of 1896 has preserved them till 1910, and they are now showing signs of becoming as plentiful as in years gone by.

On our return, we heard a wierd, oft-repeated cry, apparently from the side of the mountain near us and about a thousand feet up. It resembled the cry of no animal known to us, and we heard afterwards that it was the "Ghost of St. Paul's Inlet." Unfortunately we could get no connected story of its meaning, though we were told in our hunters' camp that night, of an eccentric Englishman who lived in the inlet and who tried to prevent the entrance of anyone who had designs on the lives of his subjects, *i.e.* of the birds, fish, seals, bears and, away over the hills, the deer.

The few people who live on the flat land surrounding the entrance to the Inlet report the existence of flitting lambent flames at night, and some attribute a ghostly origin to them, but the fact that an oil-well has been sunk on one of the shores, and that Parson's Pond oil-wells are not far away, would explain the existence of natural gas, and may thus give a simple solution to the question.

At Cowhead we came across an interesting neck of land which appears to be an old workshop of the Indians. It is covered with thousands of what appear to be stone weapons, some finished and others partially chipped into shape. The stone is mainly a chert (a variety of flint), but a sort of whinstone was also used. The neighbouring inhabitants believe that the Indians camped there periodically and replenished their store of arrowheads, etc.

The glories of Bonne Bay (views 49, 77, 83) are deserving of more than a passing glance from the steamer's deck, and the view of the towering hills, beneath which the steamer's wharf nestles, is extremely beautiful. The settlement of Bonne Bay lies at the foot of a high range of bare and treeless red serpentine, whose colour suddenly changes in the lower part into the dense dark green of the spruce and fir, and whose upper portion usually carries a cap of snow which survives the heat of Summer (view 83). Many of the most valuable of the minerals on the West coast are associated with this serpentine formation.

The Bay affords perfect protection to shipping, and one may constantly see both British and French men-of-war lying at anchor. Indeed St. George's Bay, Bay of Islands, Bonne Bay and Port Saunders, are all favourite localities with these rival protectors of the fisheries.

For the prosperity of Bonne Bay it is to be hoped that a hotel may soon be built there. But for the kindness of a friend, the author would have had to be satisfied with a few hours instead of the many days which he spent there.

Bay of Islands, which rivals but does not surpass it, has several hotels, and the Humber River, which is its chief asset, is one to be proud of. The splendid arms, each seven or eight miles in, which Bonne Bay possesses are, however celebrated for their magnificent

salmon, and Trout River, a few miles from Bonne Bay, well deserves its name. Bonne Bay also furnishes excellent cod-fishing, and the fish may be caught by the amateur a few hundred yards from the house.

When the Deer Lake road is completed and arrangements have been made for the comfort of the visitors, Bonne Bay has an assured future as a tourist resort. It is an ideal spot for organizing yachting and other trips, which may include daily change and which can never prove monotonous.

But, although the author's experience has been more with the North and West, one must not neglect the South where so many beautiful and readily accessible spots occur. One could well spend a summer in Hermitage Bay, Burin, Mortier Bay or Bay Despair, while Placentia, the old French capital, possesses special charms of its own. Few views can excel that from the railway as the train comes within sight of the North-west Arm with Placentia in the distance. A reference to the Index and List of Illustrations will show the pictures which illustrate these and other places of interest on the South coast.

The importance of Newfoundland as a sportsman's paradise is so well known that a separate section of these brief notes might have been devoted to it, but references have been so frequently made to the matter and so much space has been occupied by other subjects that this has proved impossible.

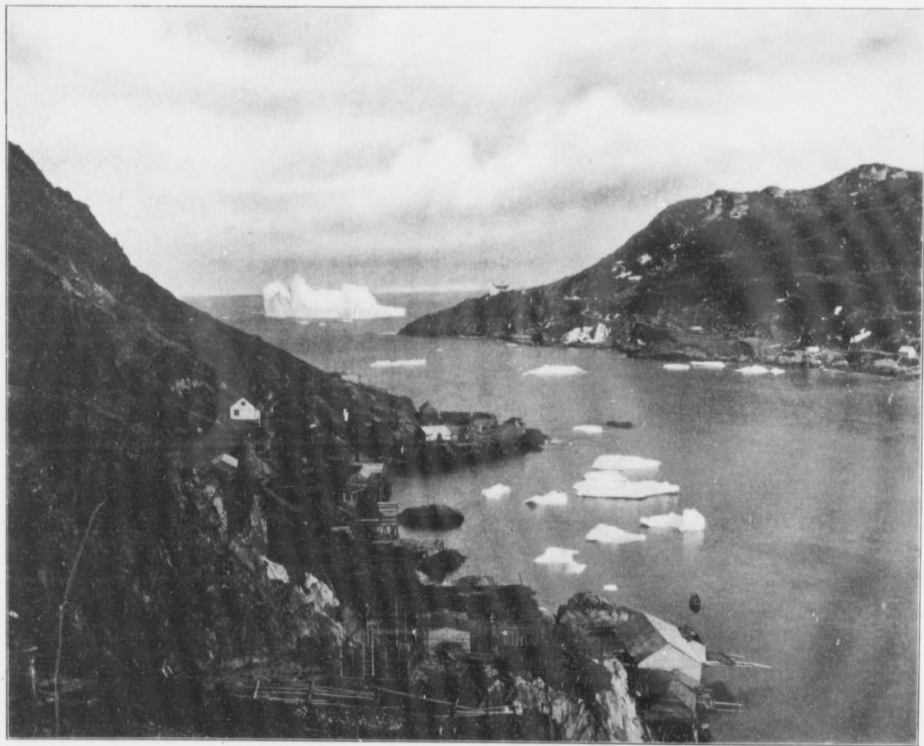
The excellent little guide on Fishing and Shooting in Newfoundland and Labrador which has already been referred to contains all information as to the best places and how to reach them. It contains also the game laws and many interesting details which are of use to the tourist. In its pages, full information is given as to the herds of caribou deer, whose flesh and antlers are so much prized, of the otters, beavers, foxes, bears and other fur-bearing animals whose furs rank high in the markets of the world, and of the grouse, ptarmigan, snipe, duck, goose, plover and other birds which are so plentiful.

* * * * *

Much might be added to these notes and much might be altered and improved, but the author ventures to point out in conclusion that he has written only of what he knows or has seen, that the work has been a work of love commenced under difficulties which few can appreciate, and carried to a conclusion in the face of death. He trusts therefore that the reader, while not failing to see faults of omission and commission, will find also something to interest and something to remember, and that he may look back on his visit to Newfoundland with feelings akin to the mixture of pleasure and regret with which the author pens these concluding lines.

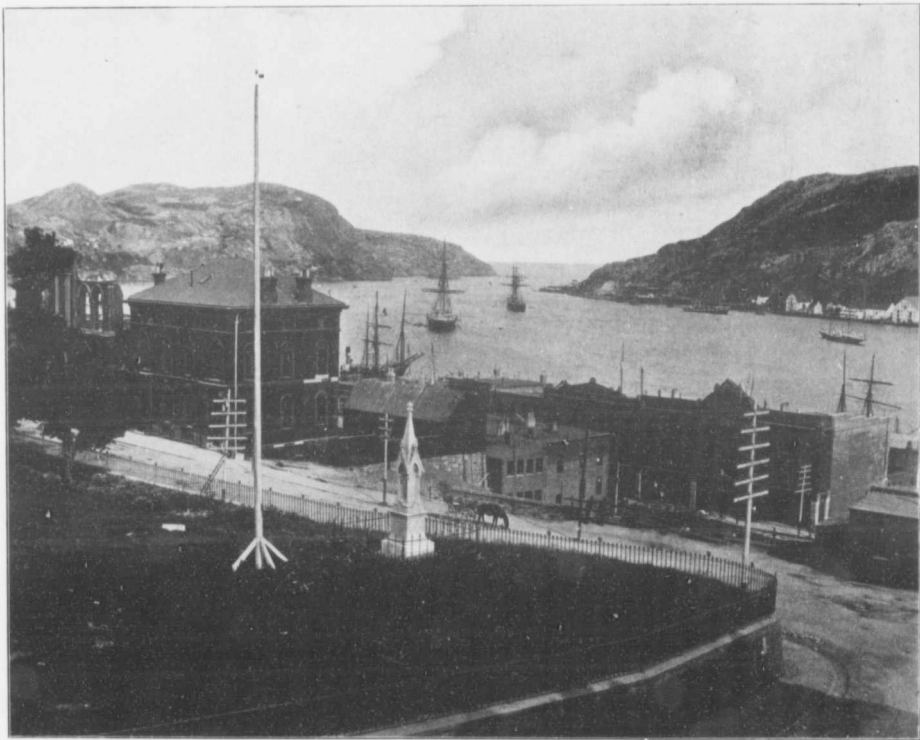
AND SO FAREWELL!

R. E. H.



2. "THE NARROWS." ENTRANCE TO ST. JOHN'S HARBOUR.

The iceberg in the distance is the one shown in the frontispiece.



3. "THE NARROWS" FROM CHURCH HILL.
Showing British Warships.



4. ST. JOHN'S. VIEW FROM SIGNAL HILL.



5. ST. JOHN'S. VIEW FROM MOUNT SCIO.
Showing "Long Pond" in the foreground.



6. ARCTIC ICE IN ST. JOHN'S HARBOUR.

These pans of ice are called "Growlers." The Arctic ice has not come so far South since 1898.



7. VIEW OF CENTRAL ST. JOHN'S FROM THE SOUTH SIDE.

Four sealing steamers are visible in the foreground. In the immediate foreground is seen one of the buildings where the seal oil is rendered out.



8. "AMONGST THE GROWLERS"—NEAR ST. JOHN'S.

This schooner would have been carried ashore by the ice but for the arrival of a tug. The ice was being driven shorewards by the wind



9. VIEW FROM SIGNAL HILL, ST. JOHNS.

Showing one of the old fortifications erected by the British for the defence of St. John's against the French. It also shows fog and a "looming" iceberg in the distance.



10. "CABOT TOWER," SIGNAL HILL, ST. JOHN S.

Erected in memory of Cabot, and used for signalling to the people of St. John's the approach of vessels, etc.



11. RAILWAY STATION, ST. JOHN'S.



12. ST. JOHN'S DRY DOCK.

The steamer shown is one of the Reid Co.'s coastal boats.



13. NEW COURT HOUSE, ST. JOHN'S.

The foundation stone of this building was laid by the Prince of Wales on his Colonial Tour.



14. WINTER SCENE, NEAR WATERFORD BRIDGE, ST. JOHN'S.



15. ENTRANCE TO AVALON HOUSE, ST. JOHN'S. CHRISTMAS EVE.

The archway is made from a whale's jawbones.



16. KILBRIDE FALLS. NEAR ST. JOHN'S.

Showing the ruins of Kilbride, burnt in the great fire.



17. QUIDI-VIDI, A FISHING SETTLEMENT NEAR ST. JOHN'S.

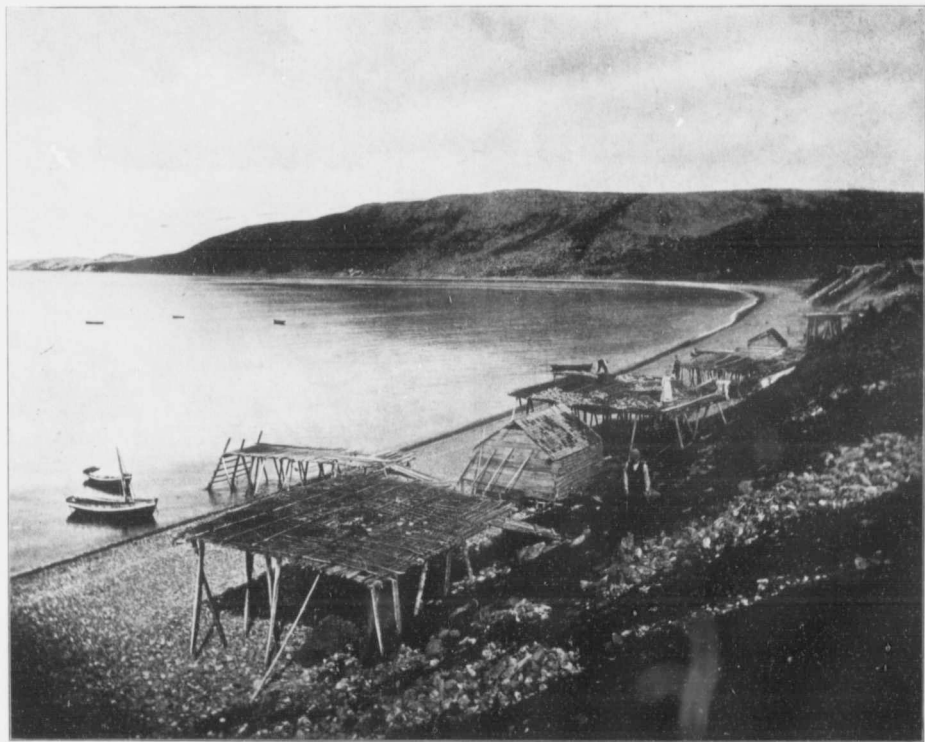
This is where the French effected a landing from their warships in small boats, crossing the hills and capturing St. John's.



18. HOLYROOD, BOTTOM OF CONCEPTION BAY

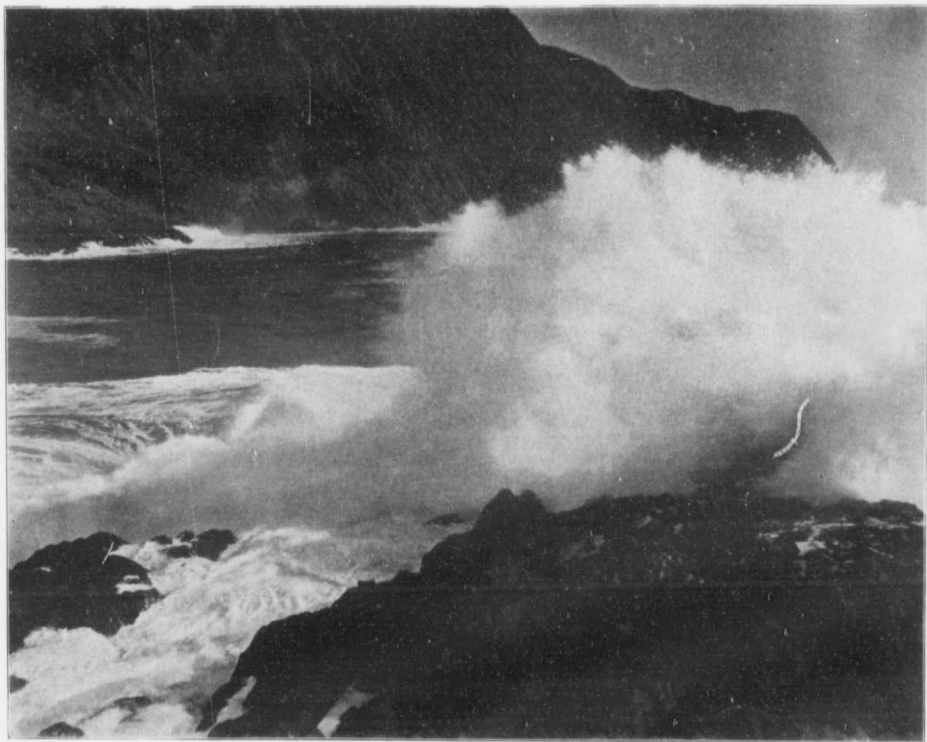


19. TOPSAIL FALLS.
Twelve miles from St. John's.



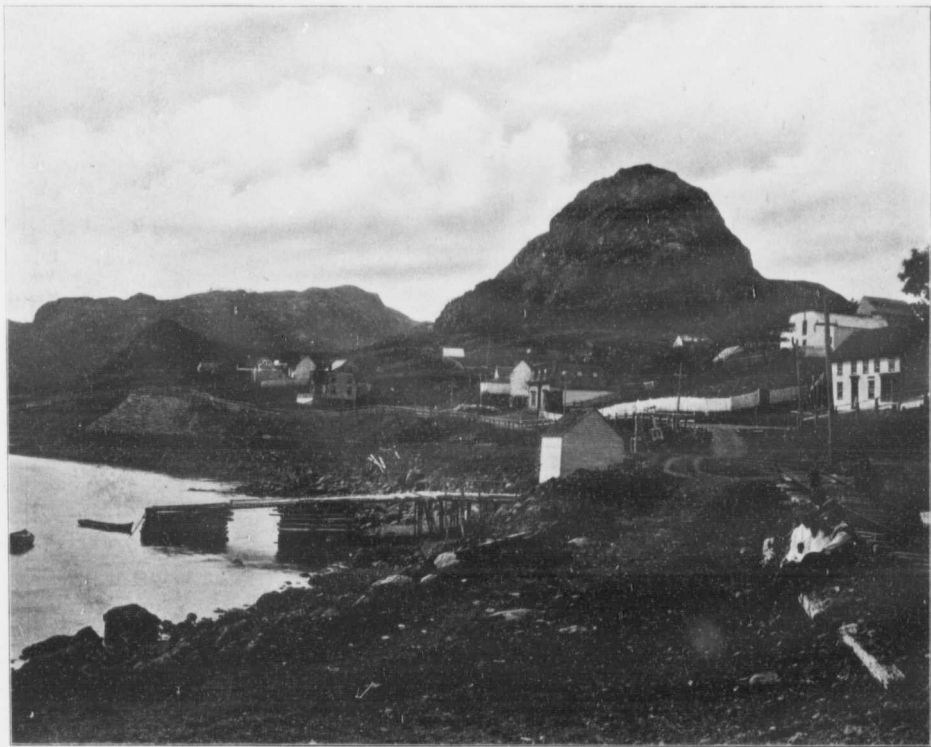
20. TOPSAIL BEACH.

Topsail is the favourite summer resort of the people of St. John's.

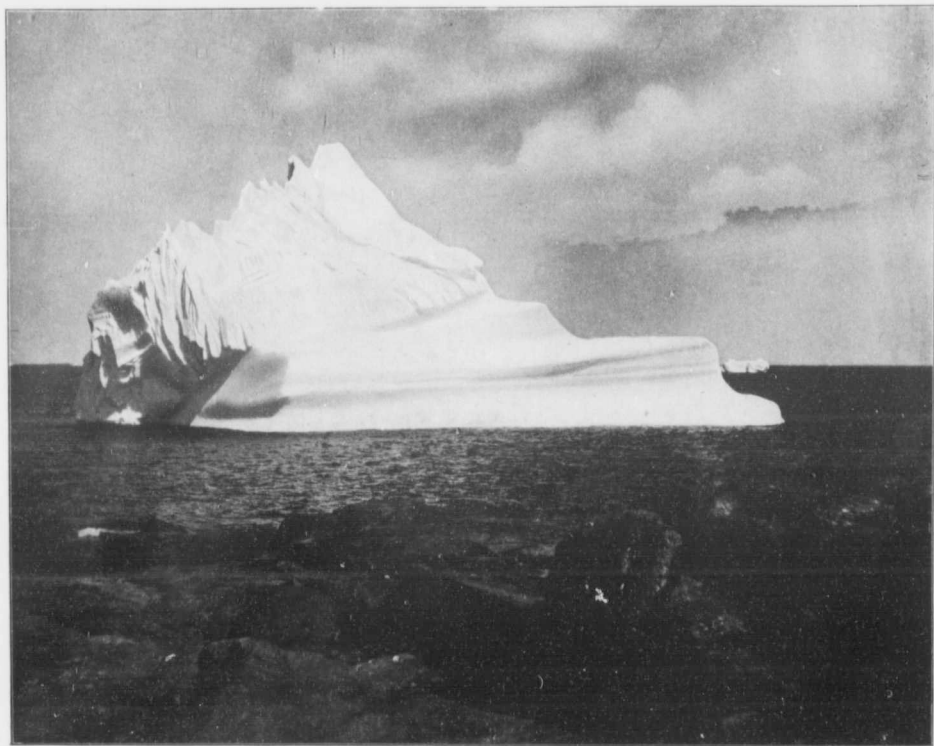


21. SURF AT LOGY BAY.

About seven miles from St. John's. A few fishermen live here in the summer, but none in the winter.



22. HOLYROOD, BOTTOM OF CONCEPTION BAY.
The hill is called the "Tolt."

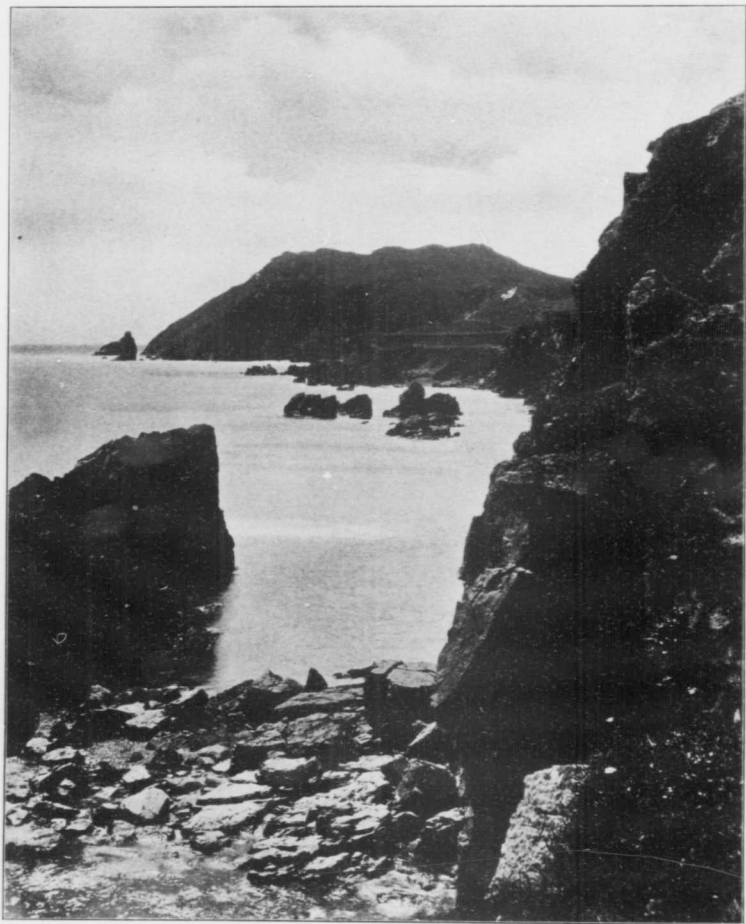


23. A LARGE ICEBERG NEAR CAPE CHARLES.



24. TOAD'S COVE, SOUTHERN SHORE.

This is a well-known resort for trout fishers.



25. COAST SCENERY OUTSIDE TRINITY.



26. TRINITY, FROM GUN HILL.

Trinity is one of the few places that resembles an English village. It possesses an ideal harbour.



27. BACK HARBOUR, TRINITY.



28. THE ARCHED ROCK—LITTLE CATALINA, TRINITY BAY.



29. FALLS AT SALMONIER.

In September the trout may be seen leaping up this fall. Salmonier owes its name to the large number of Salmon which are found there.



30. COLINET FALLS.
About twelve miles from Salmonier.



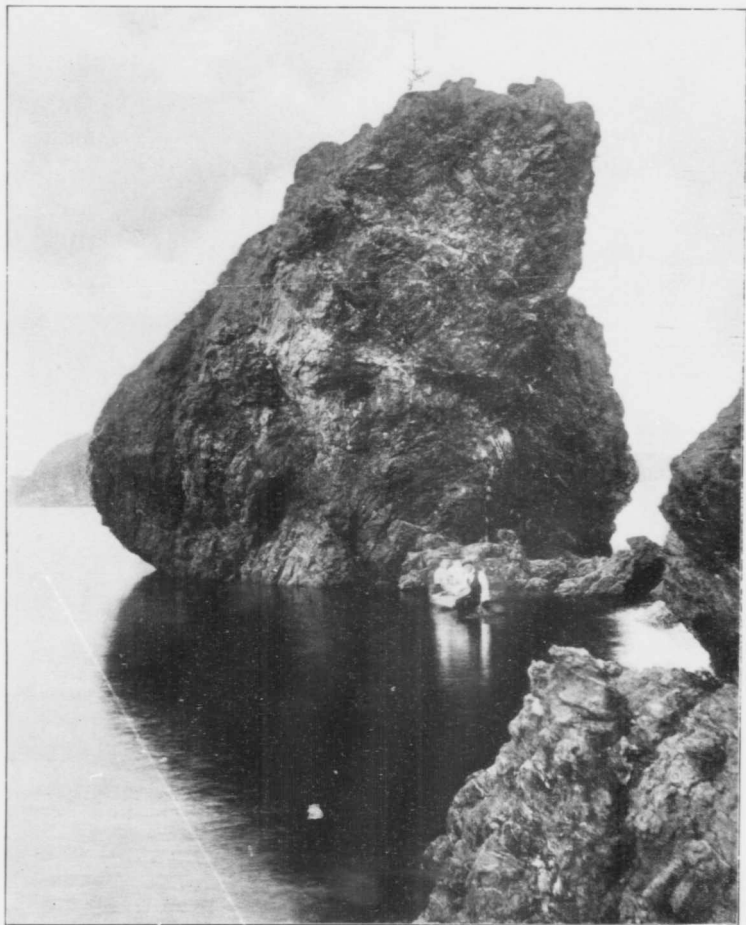
31. NIPPERS HARBOUR, NOTRE DAME BAY.



32. INDIAN BURYING PLACE, NEAR EXPLOITS.
The figures in the centre of the picture show the exact burying place.



33. ENTRANCE TO PILLEY'S ISLAND.



34. "THE TAILOR'S NOSE," NEAR EXPLOITS, NOTRE DAME BAY.
This rock is now called "The Sentinel."



35. MORETON'S HARBOUR, NOTRE DAME BAY.



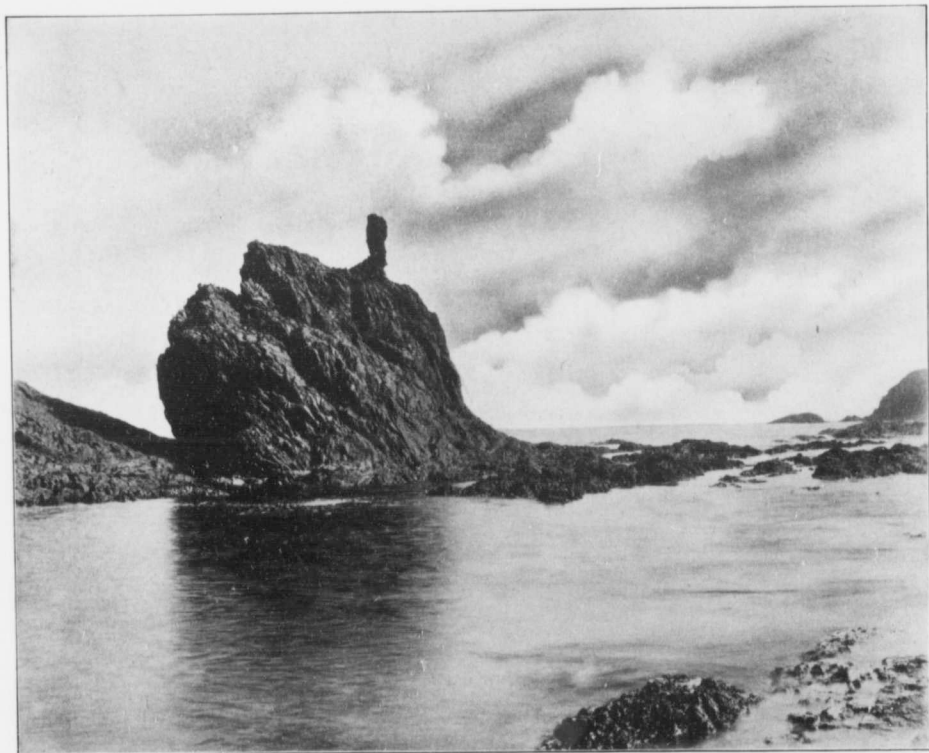
36. LITTLE BAY ISLANDS, NOTRE DAME BAY.



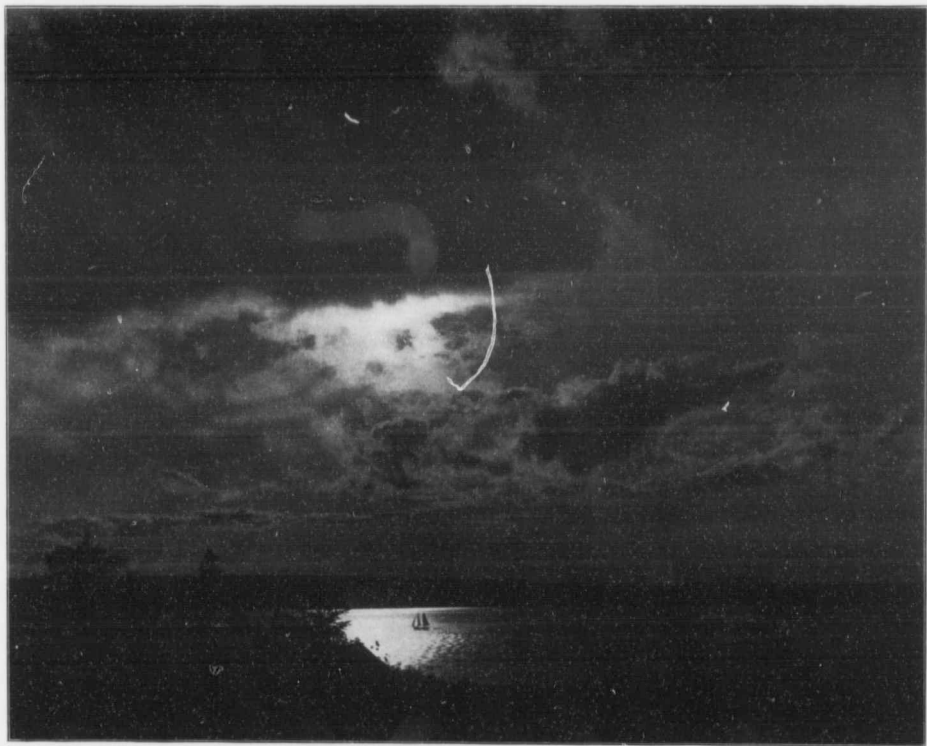
37. LITTLE BAY ISLANDS, NOTRE DAME BAY.



38. "S.S. VIRGINIA LAKE" IN MORETON'S HARBOUR.
This steamer is now used on the Labrador route.



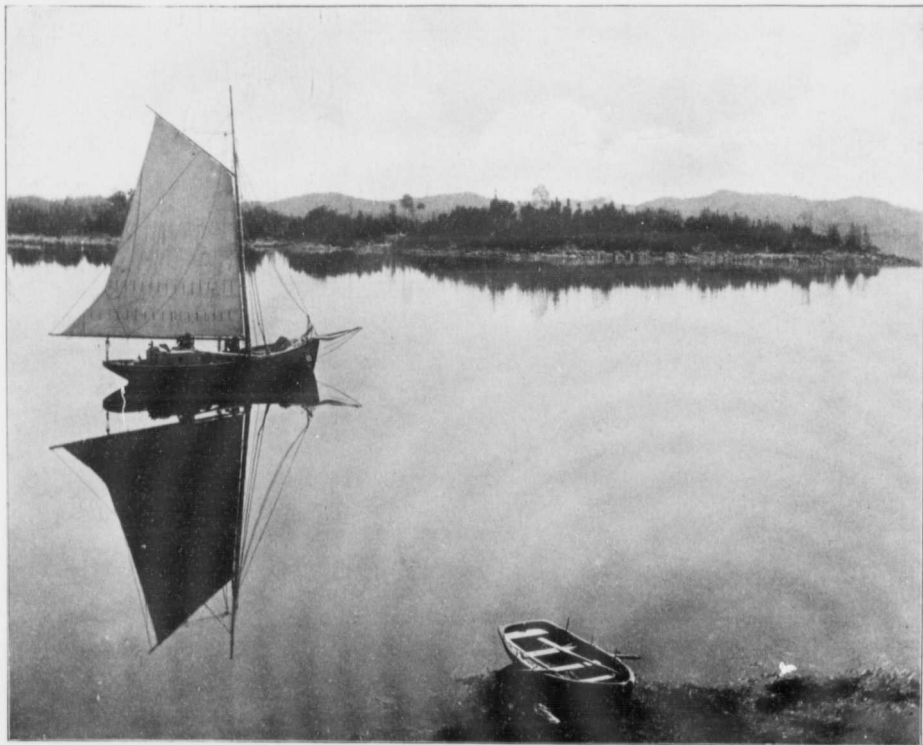
39. "MAN POINT"—LEADING TICKLE, NOTRE DAME BAY.



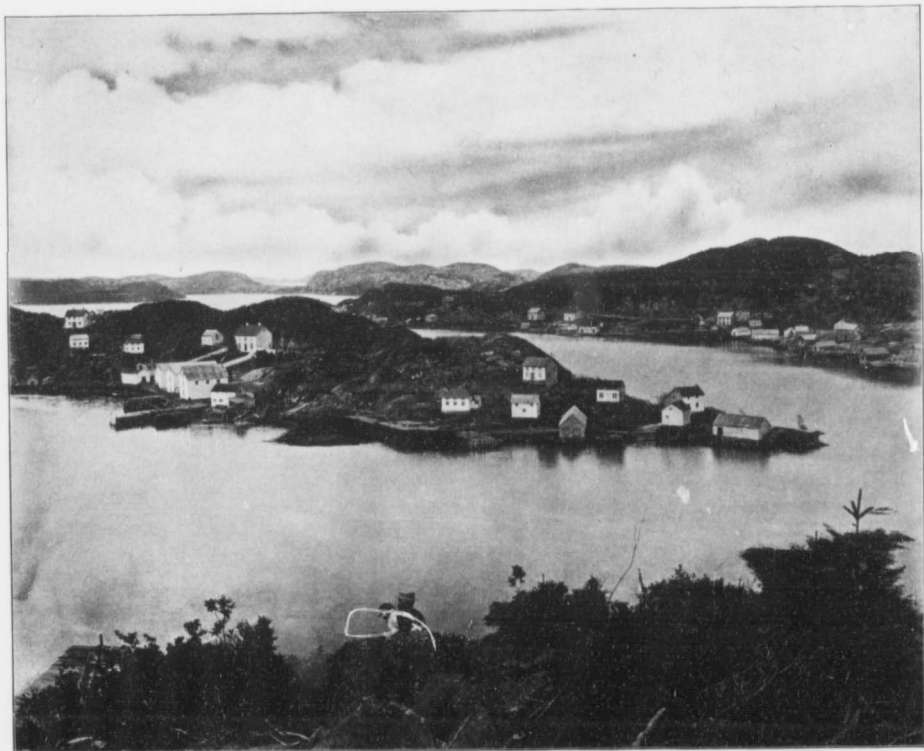
40. MOONLIGHT AT NORRIS'S ARM, EXPLOITS RIVER.



41. EXPLOITS, NOTRE DAME BAY.



42. OUR YACHT AT PILLEY'S ISLAND.



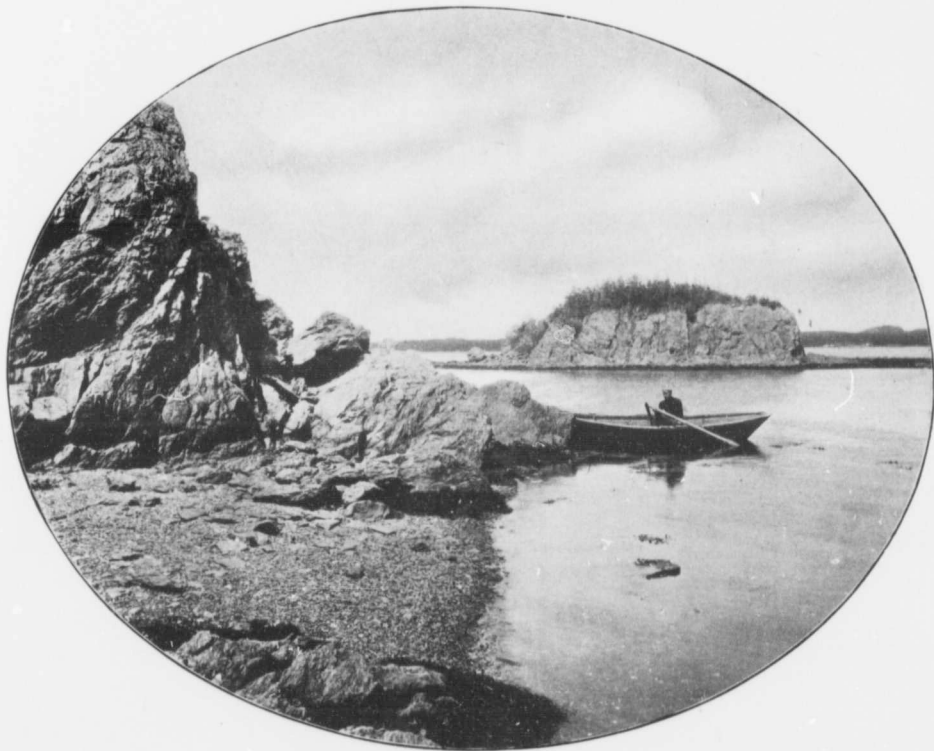
43. HERRING NECK, NOTRE DAME BAY.

This Bay gains its name from the fact that it is so cut up by arms as to resemble the bones in a herring's neck.



44. HERRING NECK, NOTRE DAME BAY.

Showing one of the numerous arms.



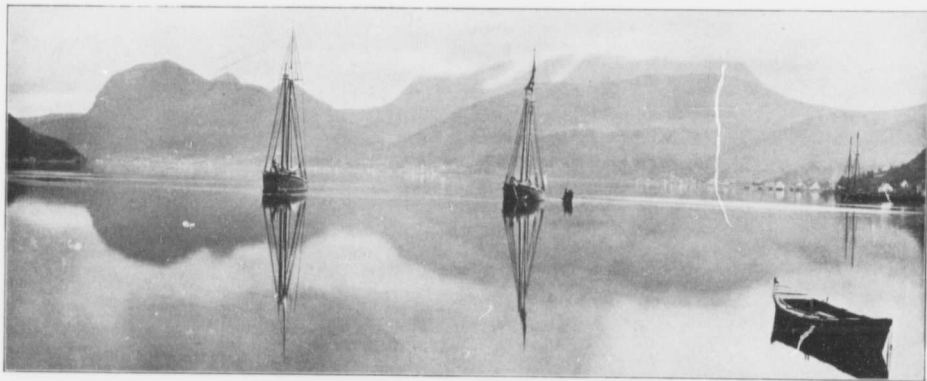
45. CRUISING IN DILDO RUN.



46. SOUTH SIDE OF TWILLINGATE—THE NORTHERN CAPITAL.



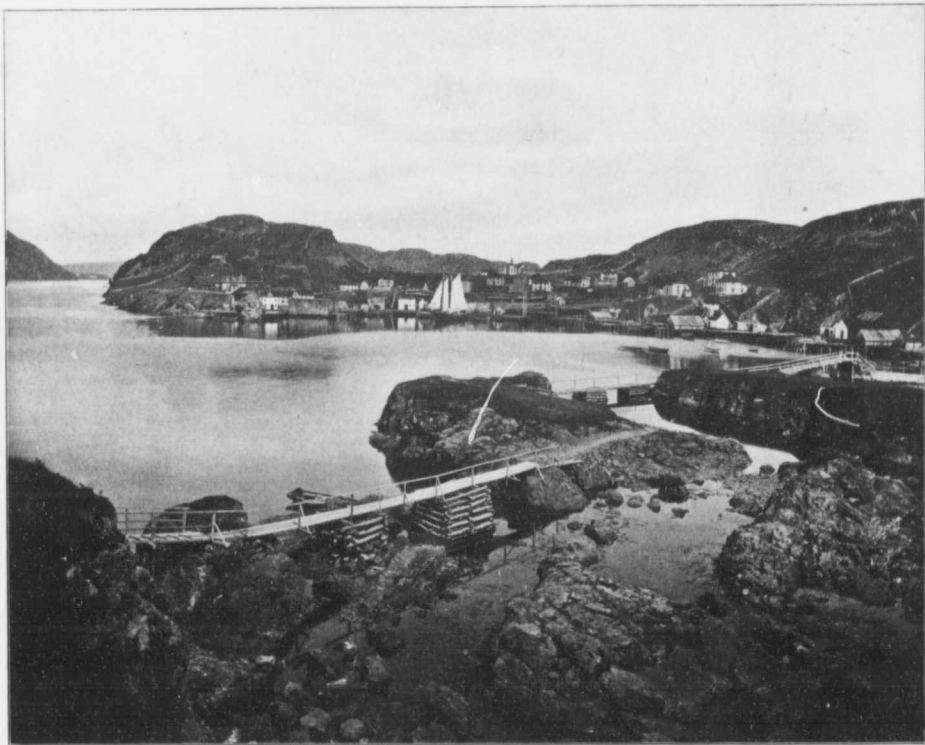
47. CAPE BONAVISTA.
Said to be the "Landfall" of Cabot.



48. SUMMER HAZE AT BONNE BAY.



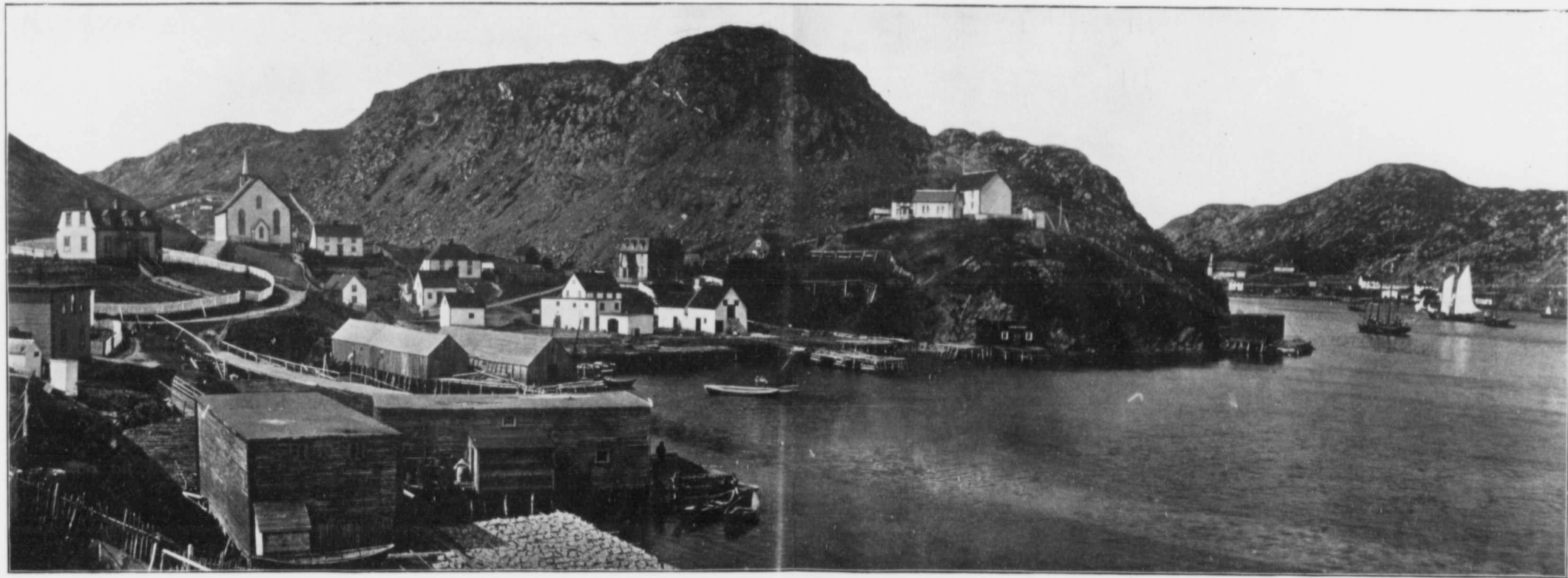
49. PANORAMA OF BURIN HARBOUR.
Burin is said to be the best Harbour in Newfoundland.



50. GREAT BURIN, FROM THE SHALLOWAY.



51. A BIT OF COAST LINE.
Seen from the Shalloway, Great Burin.



52. COLLIN'S COVE AND SHIP COVE, BURIN.



53. BALÆNA.
A Whaling Station on the Southern Shore. Note the fog over the hill.



54. BIG CODROY RIVER.



55. VALLEY OF THE BIG CODROY.

A great agricultural district. Celebrated also for its trout and salmon.



56. "THE GRAVELS," PORT-AU-PORT.



57. "TROUT POOL," LITTLE CODROY RIVER.

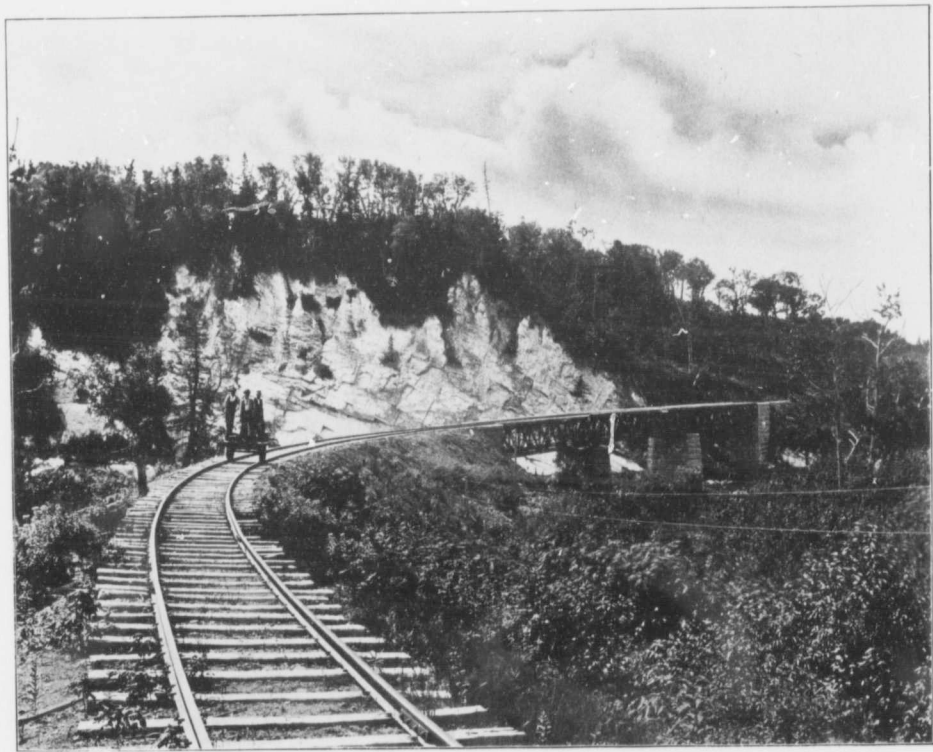


58. PORT-AU-PORT.

Showing on the left, Port-au-Port Bay, and on the right, Bay St. George.



59. "THE LOG CABIN," SPRUCE BROOK, NEAR ST. GEORGE'S POND.



60. GYPSUM CLIFFS AT FISCHEL'S BROOK, ST. GEORGE'S BAY.



61. CAMPING SCENES.

The picture in the top left hand corner is a lobster packer's hut.



62. BAY OF ISLANDS, SHOWING MOUNT MORIAH.



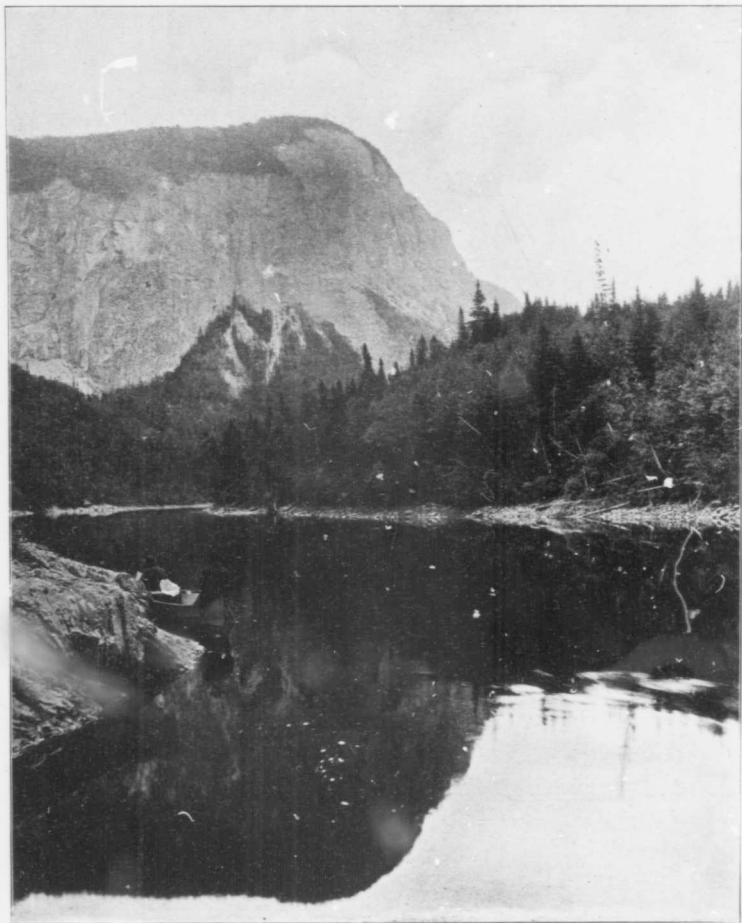
63. RAILWAY PASSING THROUGH BIRCHY COVE—BAY OF ISLANDS.
Looking towards the entrance to the Humber River.



65. SHELL BIRD ISLAND, HUMBER RIVER.



66. HUMBER RIVER.



67. BREAKFAST HEAD, HUMBER RIVER.

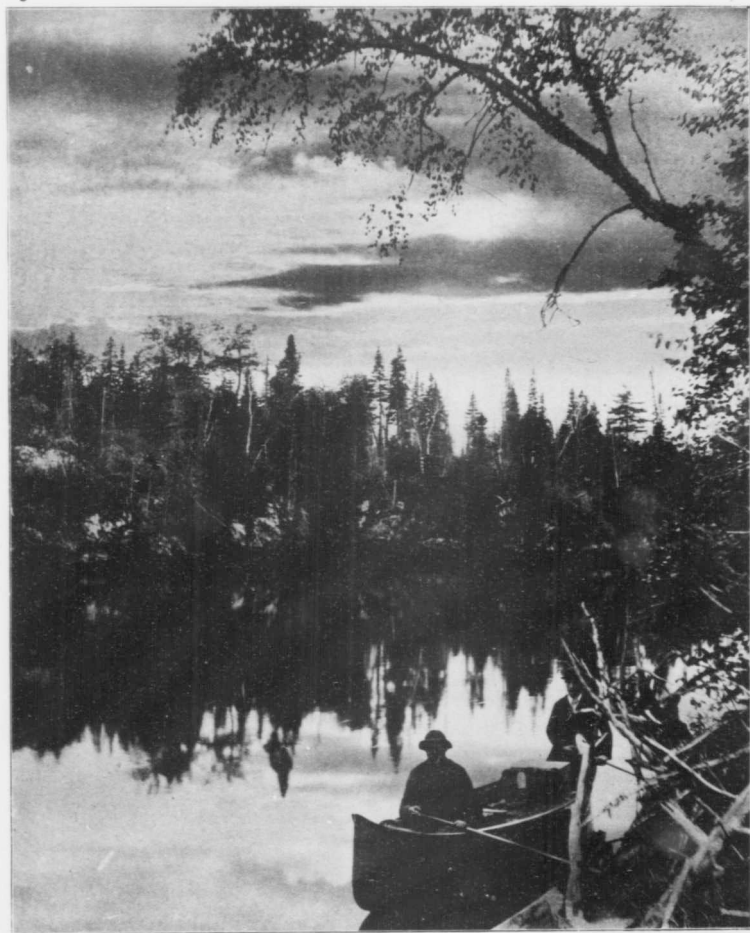
This immense hill is one mass of marble of different colours.



68. BREAKFAST HEAD, HUMBER RIVER.



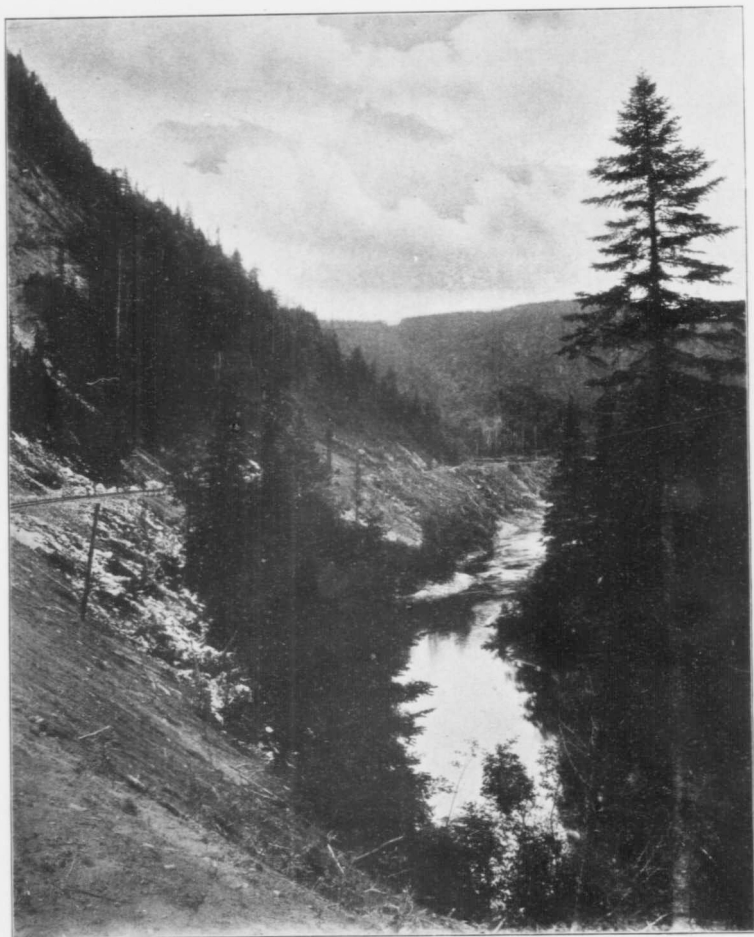
69. ROUNDING THE HUMBER RIVER.



70. THE DEVIL'S DANCING POINT, HUMBER RIVER.
The man in the front is a typical Indian guide.



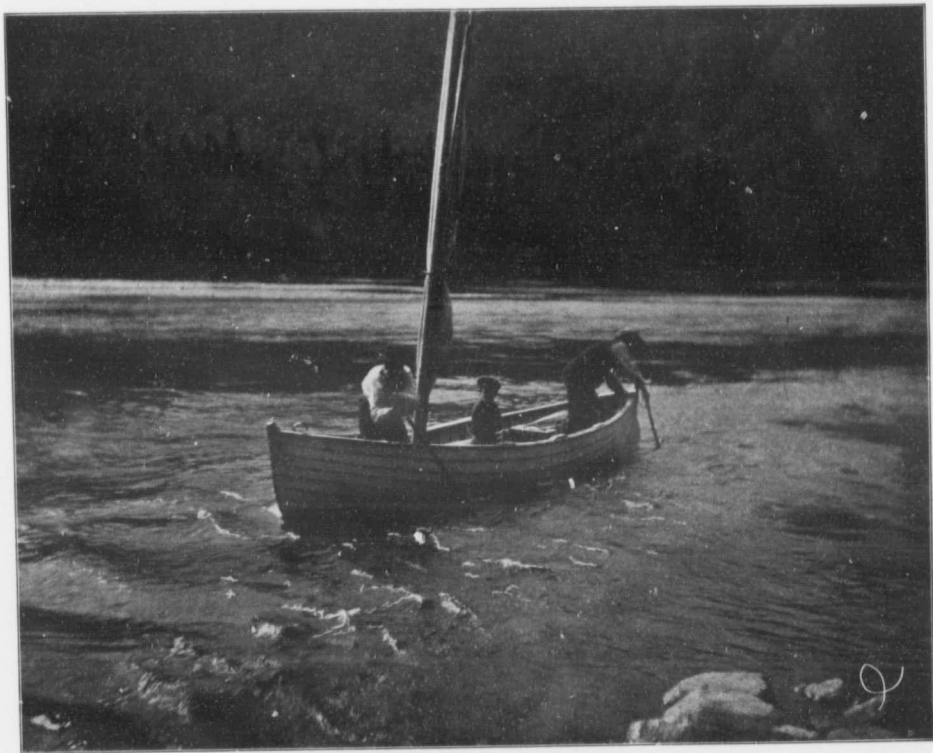
71. A "QUIET NOOK," HUMBER RIVER.



72. THE CAÑON OF THE HUMBER RIVER.



73. VIEW ON THE HUMBER RIVER,
Showing Seal Island on the left.



74. POLING UP THE HUMBER—THE FIRST RAPIDS.

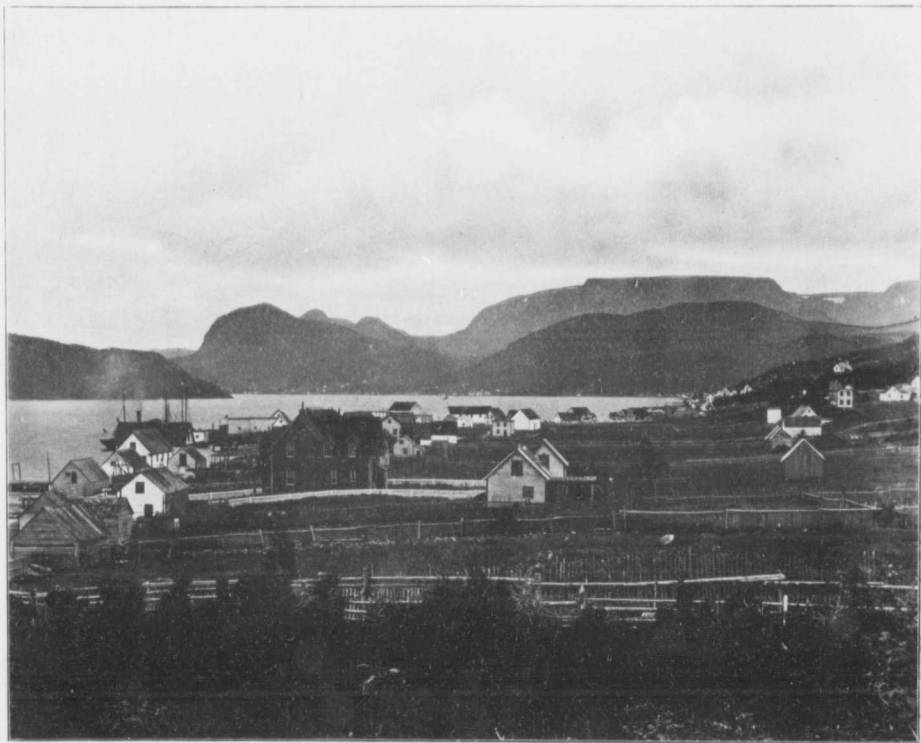


75. "UPPER STEADIES," HUMBER RIVER.
Deer may often be seen crossing the river at this point.

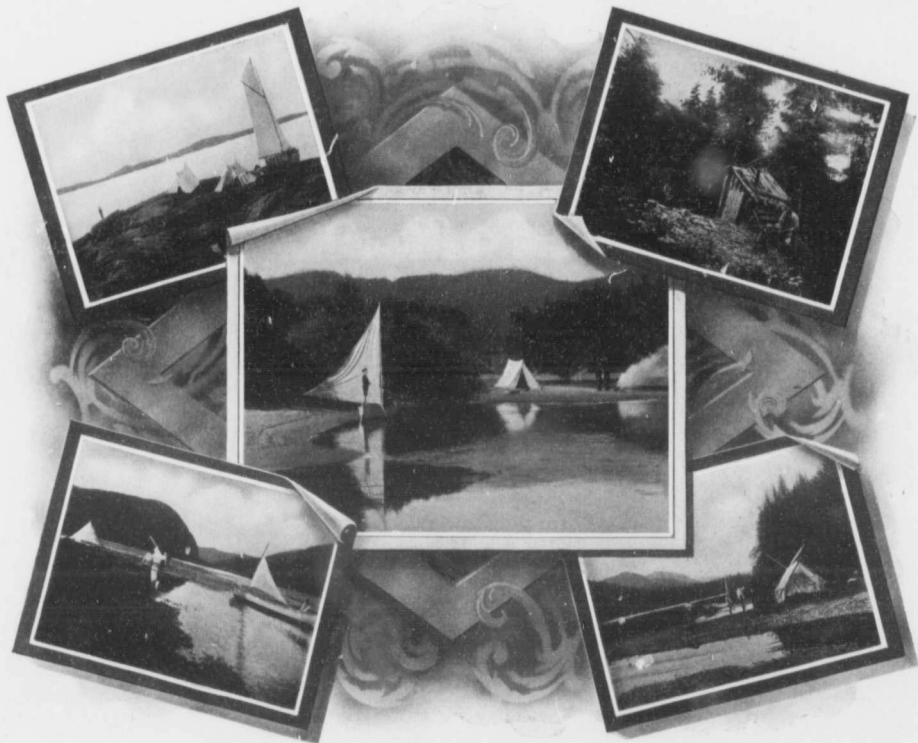


76. HUMBER RIVER—NEAR THE LITTLE RAPIDS.

Seals are very often seen on the rock showing in the middle of the river.



77. BONNE BAY.
About fifty miles north of Bay of Islands.



78. CAMPING SCENES IN DILDO RUN AND ON THE HUMBER.



79. "THE STEADIES," HUMBER RIVER.
After the "Steadies" come the Grand Rapids.



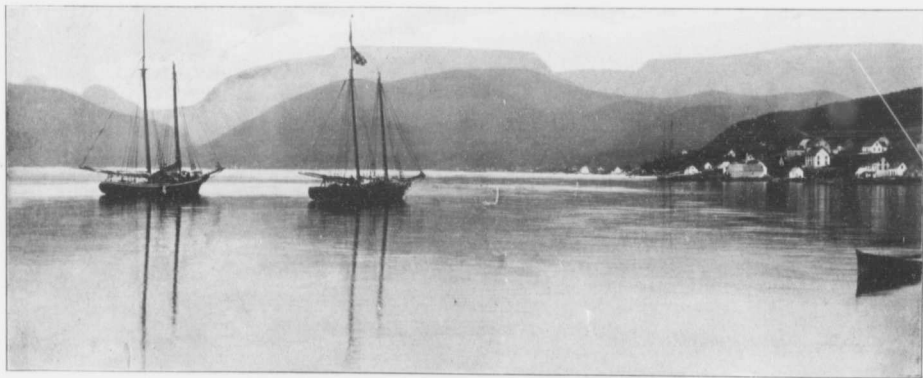
80. RAILWAY, NEAR BREAKFAST HEAD, HUMBER RIVER.



81. MOUNT MORIAH FROM THE GROUNDS OF PETRIE'S HOTEL.

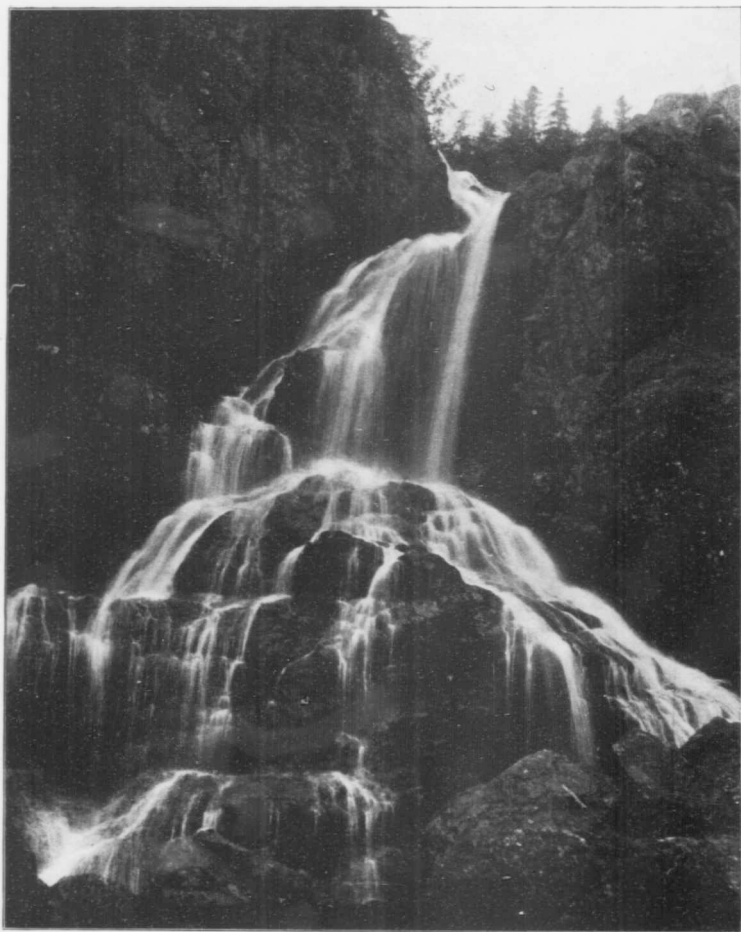


82. STEADY BROOK FALLS, NEAR HUMBER RIVER.



83. "SUMMER HAZE," BONNE BAY, WEST COAST.

The distant hills are of red serpentine, and are capped with snow throughout the Summer.



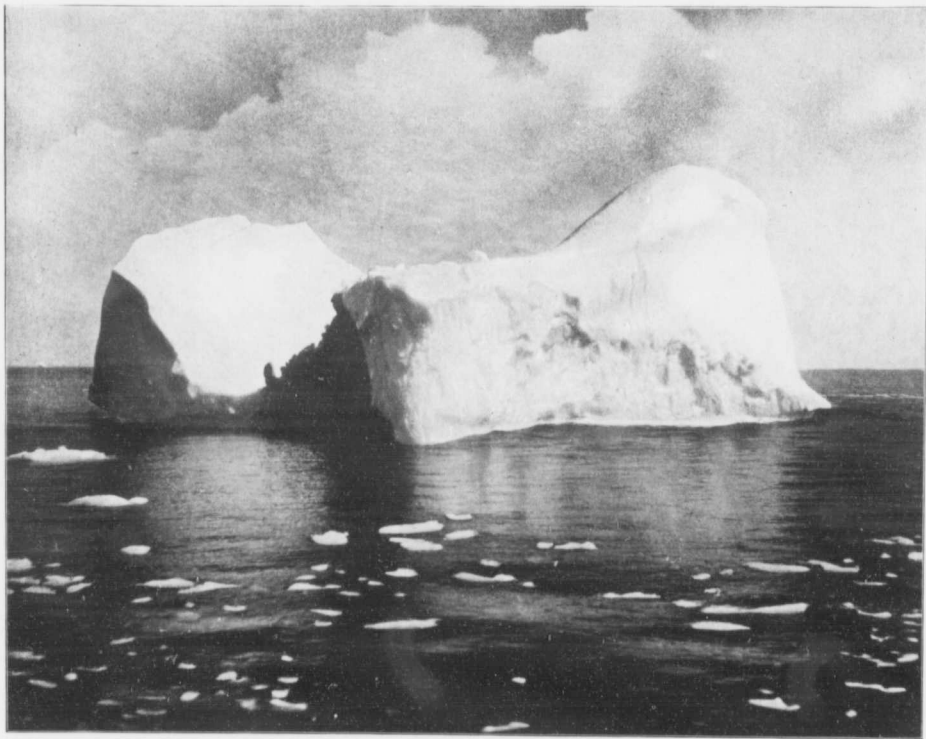
84. A CASCADE IN ST. PAUL'S INLET, WEST COAST.



85. ST. PAUL'S. NEAR COW HEAD.



86. THE BOTTOM OF ST. PAUL'S INLET, WEST COAST.



87. ICEBERG IN THE STRAITS OF BELLE ISLE.



88. PLACENTIA FROM THE STATION ROAD.



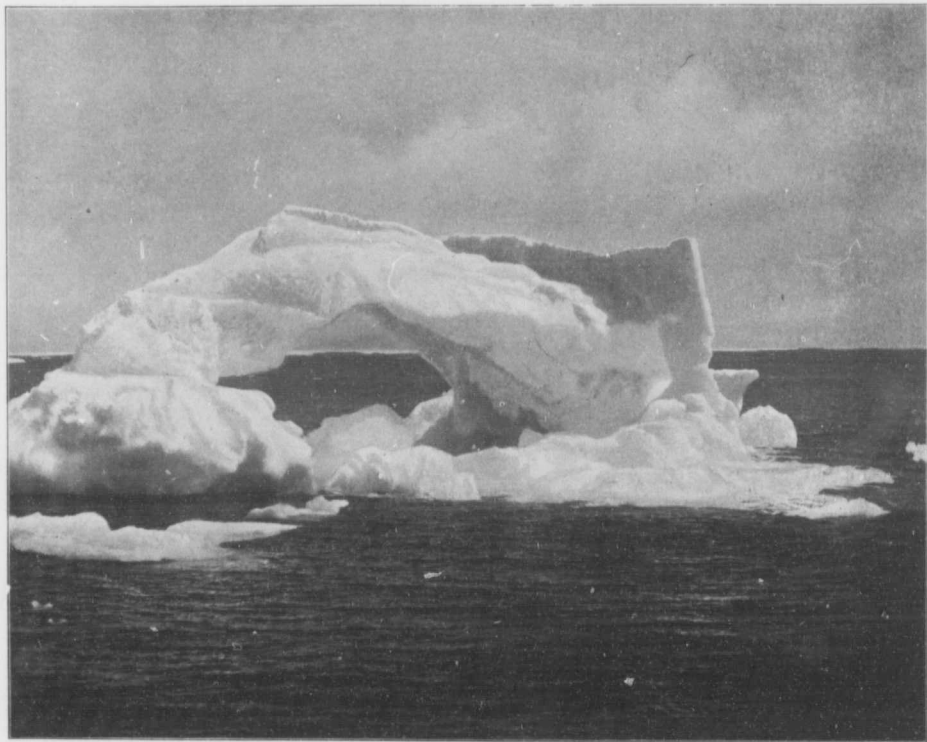
89. PLACENTIA, THE OLD FRENCH CAPITAL, FROM THE QUARRIES.



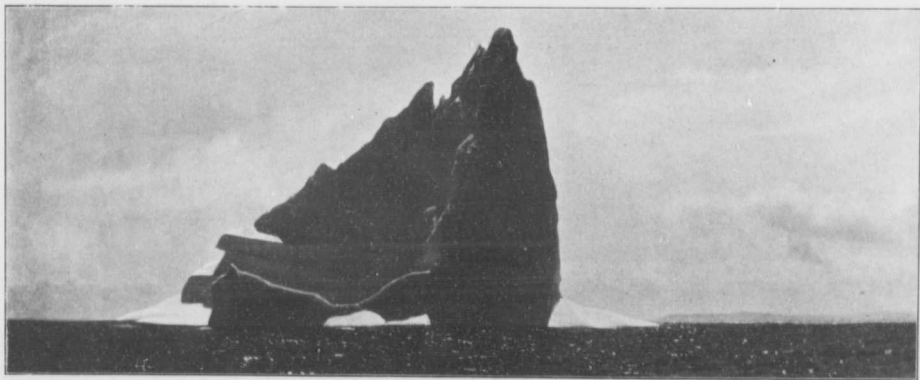
90. PLACENTIA FROM THE JERSEY SIDE, SHOWING THE "GUT."



91. SUNRISE AT PLACENTIA.



92. ICEBERG SEEN FROM THE DECK OF THE LABRADOR COASTAL STEAMER.
A moment before being photographed, it was black with birds.



93- ICEBERG OFF TILT COVE.



94. HOPEDALE, MORAVIAN MISSIONARY STATION, LABRADOR.



95. INDIAN HARBOUR, LABRADOR.
Showing Hospital of the Deep Sea Mission.



96. ESKIMO DOGS AT CARTWRIGHT, SANDWICH BAY, LABRADOR.



97. GROUP OF ESKIMOS AT NAIN.
This is the terminus of the Labrador coastal route.



98. OFF CAPE HARRISON, LABRADOR.
Fishing schooner pushing North through drifting ice.

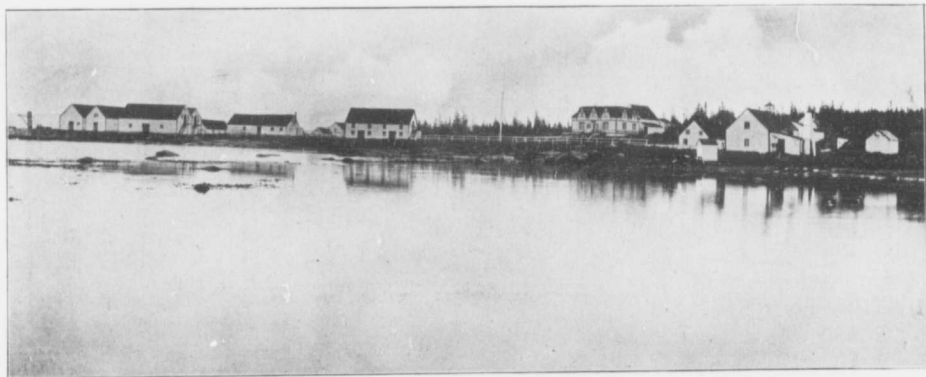


99. FISHING SCHOONERS PUSHING NORTH ALONG LABRADOR COAST.



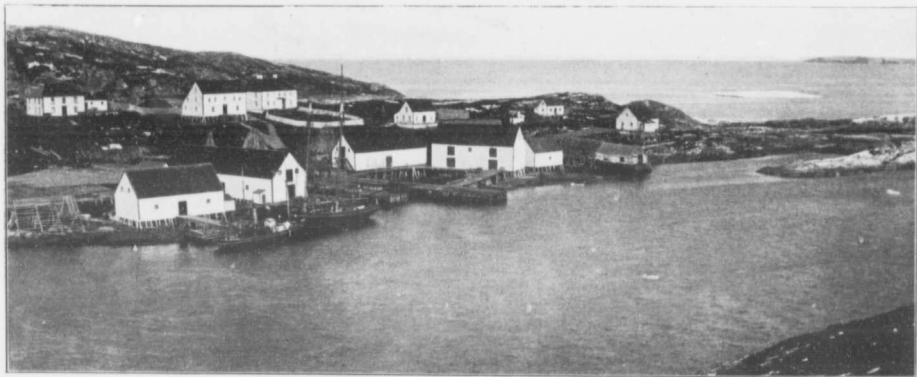
100. GROSSWATER BAY FROM LESTER'S POINT.

Rigoulette is just visible on the right. Lord Strathcona was on duty here in the early days.



101. RIGOULETTE.

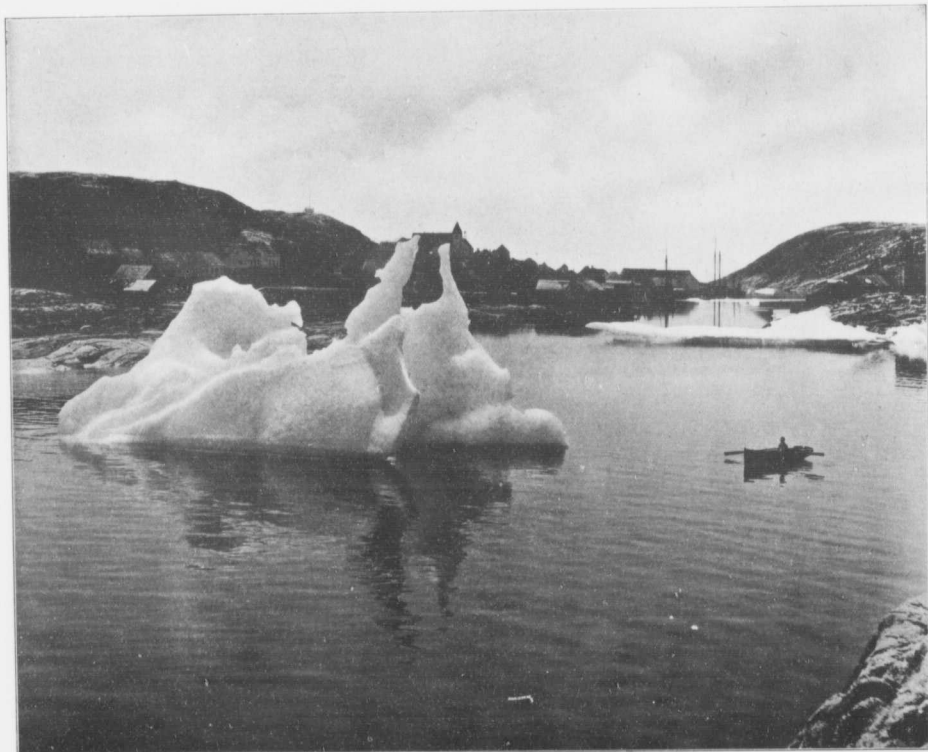
Hudson Bay Station, Hamilton Inlet, Labrador.



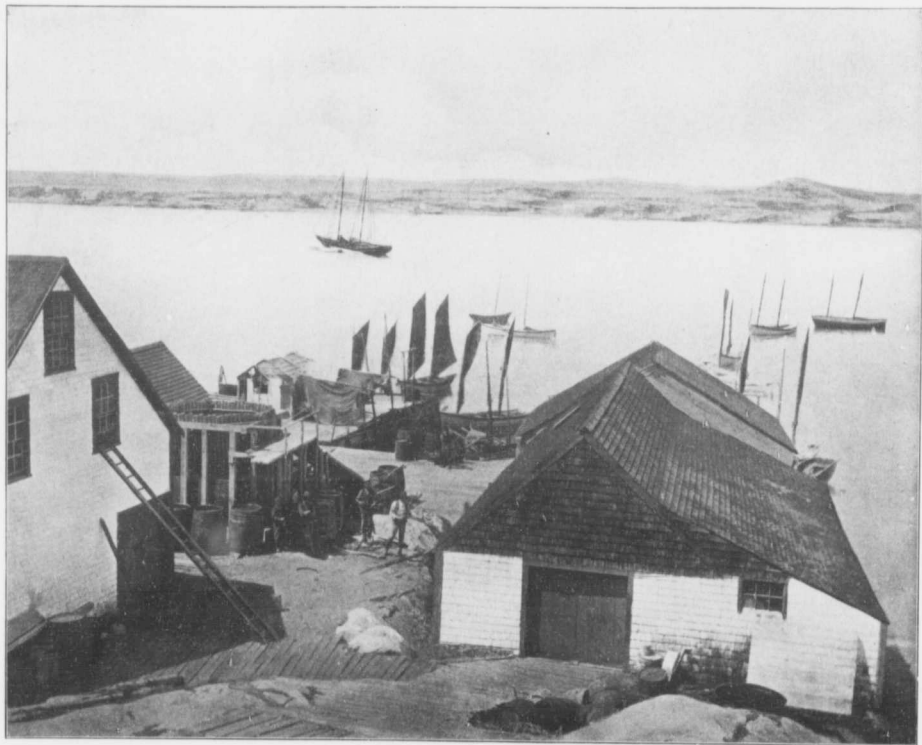
102. BATTLE HARBOUR, LABRADOR.
Showing Baine Johnson's Canneries and the Deep Sea Mission.



103. BATTLE HARBOUR, LABRADOR.
Showing the same iceberg as in view 104.



104. ICEBERG AT BATTLE HARBOUR, LABRADOR.



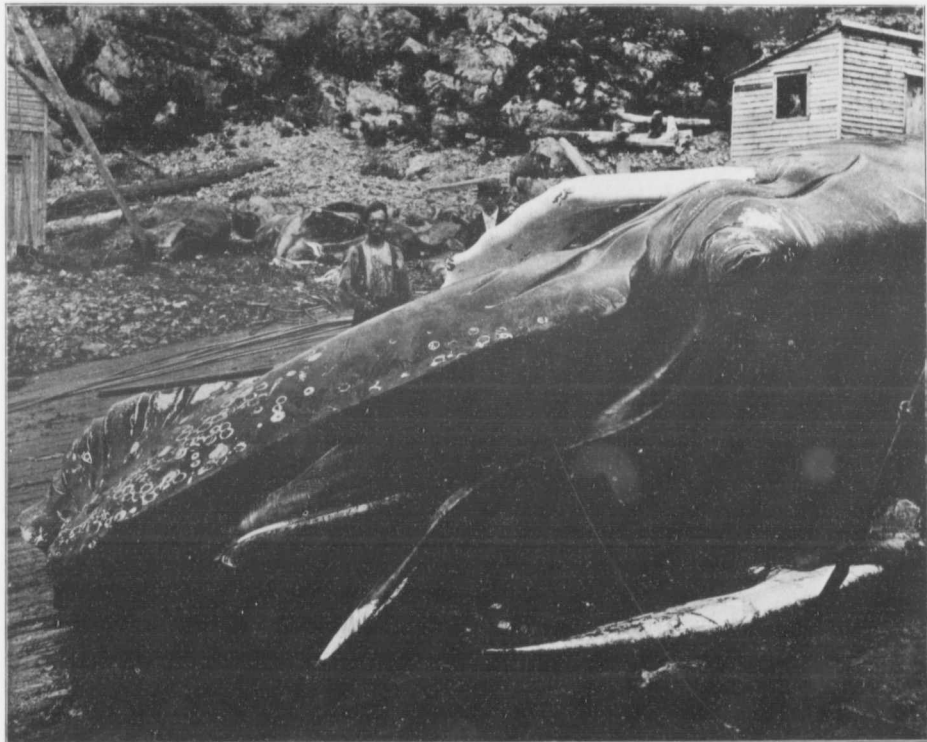
105. BONNE ESPERANCE, LABRADOR.



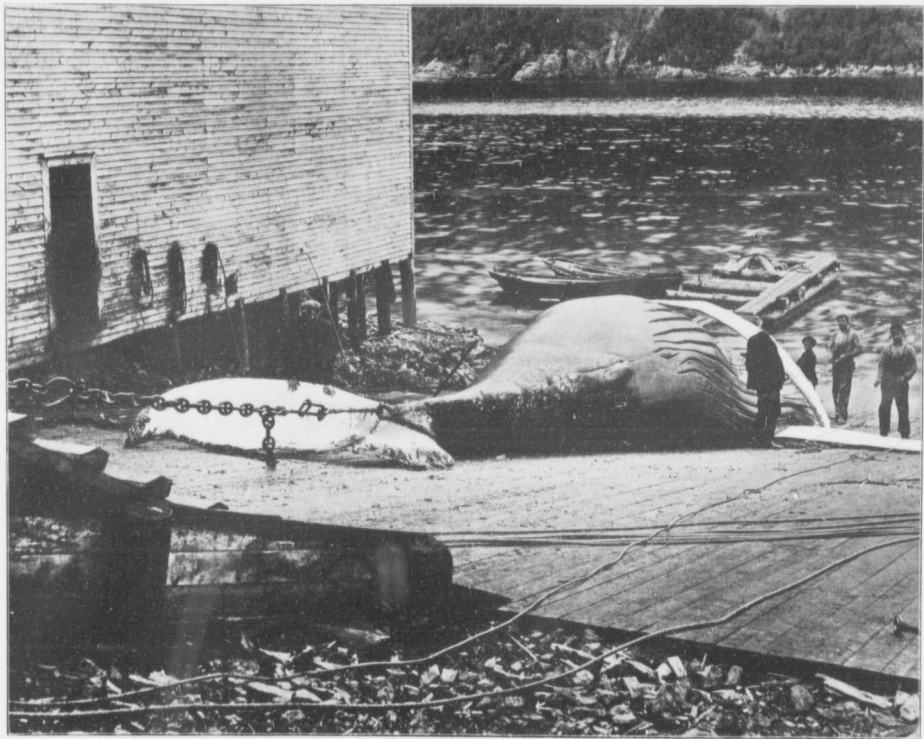
106. INDIAN HARBOUR, LABRADOR.



107. A TYPICAL ICEBERG.



108. HEAD OF HUMP-BACKED WHALE, SNOOKS ARM, NOTRE DAME BAY.
The white rings are spots from which barnacles have been removed.



109. CARCASS OF HUMP-BACKED WHALE, SNOOKS ARM.
One fluke has been removed from the tail.



110. "ON THE EDGE OF THE ICE-PACK."



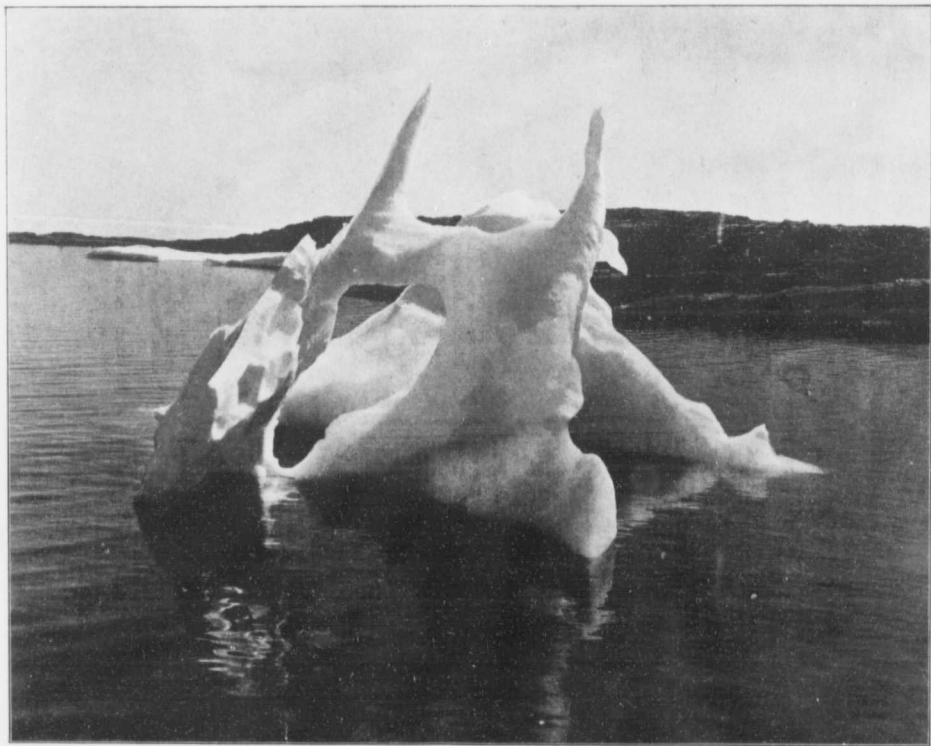
III. HAULING A COD-TRAP AT INDIAN HARBOUR, LABRADOR.



112. DRYING FISH AT LITTLE BAY ISLAND.



113. BIG COD FISH FROM THE TRAP, BATTLE HARBOUR, LABRADOR.
The larger fish measured 5ft. 5in., and weighed 60lbs.



114. ICEBERG IN BATTLE HARBOUR.
Height about 85ft.



115. TILT COVE COPPER MINE, NOTRE DAME BAY.

MAP OF
NEWFOUNDLAND

Reference:—

Railways ————

Steamship lines - - - - -

Scale of Miles



BRETON ISLAND

CABOT STREET
St. John's

A T L A N T I C
O C E A N

NORTH SYDNEY

ANGEL ENGINEERING & SUPPLY Co.

Successors to JAMES ANGEL & Co. Established 1872.

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SHIPS' HARDWARE, countersink and square head **WOOD SCREWS**, boat **NAILS**, dory nails, ships **CHAIN**, windlasses, deck pipes, rouse chocks, hinges and locks, **WHITE-LEAD**, redlead and metallic **PAINTS**.

MINE SUPPLIES, steam **PIPE**, hoisting **WIRE ROPES**, **PICKS**, **SHOVELS**, drill steel, combination pipe and nut **WRENCHES**, flanges and **PIPE FITTINGS**.

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TO the tourist and lover of the picturesque, Newfoundland presents great attractions. The shores are everywhere indented by deep fiords, guarded by lofty cliffs, whose forms are reflected in the clear waters of the bays. Many of these great watery ravines run inland for 80 or 90 miles, exhibiting a wonderful variety of scenery along the great arms which project in all directions.

The climate in summer is cool, even and invigorating, the temperature rarely exceeding 85 degrees. In this sea-girt isle, Americans will find a welcome escape from the burning heat of their summers, and the exhilarating air imparts new vigor to the frame, and sends the traveller back with the tide of health coursing through his veins.

The vast barrens in the centre part of the Island, with their thick carpeting of moss, are feeding grounds during the winter for vast numbers of caribou. In summer, the big game go north to the Peninsula, crossing the lake region through which the Reid Newfoundland Railway runs. A few hours run from Port-aux-Basques, reached from North Sydney on the s.s. *Bruce* in six hours, takes one into the heart of the finest hunting grounds, and when one alights from the train, he is on the trail, and then success depends only on "the man behind the gun." There are hundreds of square miles, mere blanks on the map, totally unexplored, not too far from rail or water communications, waiting to be explored. The whole country, teeming with game and covered with berries, affording innumerable opportunities for adventure, and to see the caribou in herds.

The streams offer the best salmon and trout fishing in the world, and, unlike those of America and England, all fishing is free, there being no restrictions or limitations. On the Western part of the Island particularly, are to be found dozens of rivers and streams abounding with salmon, large brook trout, and grise.

In the vicinity of Bay of Islands, Bonavista, Notre Dame, and White Bays, are great schools of "Tuna," and in addition to the best salmon and trout fishing, it is believed that Newfoundland and Labrador will afford sportsmen the best "Tuna Fishing" in America, although the sport has not so far been much indulged in.

Into this sportsman's paradise runs a railroad which compares favorably with the most comfortable roads in America. Pullman Parlor, Sleeping and Dining Cars are attached to all Express Trains, and everything that could add to the comfort and please the taste of its patrons, is furnished by the Reid Newfoundland Railway. From New York to Newfoundland is a trip of only 54 hours, all rail except a short run between North Sydney and Port-aux-Basques.

Tickets to Newfoundland and Labrador, the land of the mid-night sun, can be obtained from all Railway and Tourist Agencies of America, including **Thos. Cook & Sons, Raymond & Whitcomb, etc., etc.**

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The best Salmon Fishing and finest Caribou Hunting in the World.

ONLY NINETY MILES BY SEA; (made in six hours).



DEEP fiords indent the shores everywhere, guarded by lofty cliffs. The scenery is unrivalled in America, and justly entitles Newfoundland to the title of "The Norway of the New World."

The climate in summer is cool, even and invigorating, and the temperature rarely exceeds 85 degrees, and it is only a question of time when Newfoundland will be the sanatorium or health resort of America and the Old World.

Hundreds of miles of wild, picturesque country, teeming with big game, the vast barrens in the central part of the Island, with their thick carpeting of moss, forming feeding grounds during the winter for vast numbers of caribou. In summer, the big game go north to the Peninsula, crossing the lake region through which the railroad runs, so when you leave the train, you are on the trail, and then success depends only on "the man behind the gun."

On the western side of the Island are dozens of rivers and streams abounding with salmon, large brook trout, and grilse. Probably nowhere in America can be found at the present time, such fishing as these streams offer. The best salmon fishing, both in America and England, has been brought under the control of private management, but in Newfoundland **all Fishing is Free.**

This great sporting country is reached by the **Reid Newfoundland Railway**, a fine railroad equipped with Pullman Sleeping and Parlor Cars, Dining Cars, and everything to please the taste and provide comfort.

Every assistance in procuring guides, and all information required, can be obtained from the **General Passenger Agent of the Reid Newfoundland Company, St. John's, Newfoundland.**

Write for illustrated booklet: *Shooting and Fishing in Newfoundland and Labrador.*

F. C. SELOUS, the well-known African hunter, says:—

"I think I never enjoyed an outing more than my last trip to Newfoundland. I got off the beaten track, found plenty of caribou, and of the five stags I shot, two carried very fine heads, and two others very fair ones, the fifth being a small one. The wild, primeval desolation of the country and the vast voiceless solitudes—where the silence is never broken save by the cry of some wild creature—have an inexpressible charm all their own. You feel that you stand on a portion of the earth's surface which has known no change for countless centuries, a land which may remain in its natural condition for centuries yet to come."

W. K. VANDERBILT, of New York, who spent a season caribou hunting in this country in 1903, said that "Newfoundland was a veritable Sportsman's Paradise." He secured line heads, the full complement allowed under his license, and intends visiting the country again next year, bringing a large party with him.

More Sportsmen visited Newfoundland, and with greater success, in 1903, than any previous year.

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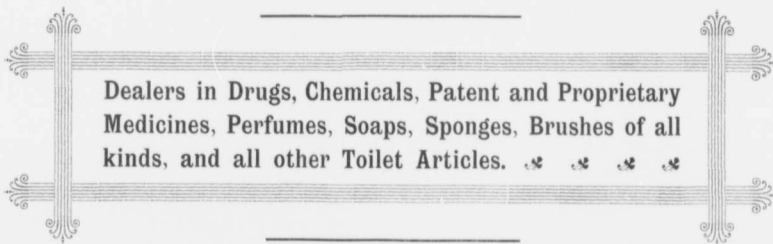
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In 1901 it was enlarged, and the present year it
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A deposit equal to the duty shall be taken on such articles as Cameras, Bicycles, Troutling Poles, Fire-arms, Tents, Canoes, and tent equipage. A receipt (No. 1) according to the form attached shall be given for the deposit and the particulars of the articles shall be noted in the receipt as well as in the marginal cheques. Receipt No. 2 if taken at an outpost office shall be mailed at once directed to the Assistant Collector, St. John's, if taken in St. John's the Receipt No. 2 shall be sent to the Landing Surveyor.

Upon the departure from the Colony of the Tourist, Angler or Sportsman, he may obtain a refund of the deposit by presenting the articles at the Port of Exit and having them compared with the receipt. The Examining Officer shall initial on the receipt the result of his examination, and upon its correctness being ascertained the refund may be made.

No Groceries, Canned Goods, Wines, Spirits or Provisions of any kind will be admitted free, and no deposit for a refund may be taken upon such articles.

H. W. LeMESSURIER,
Assistant Collector.

CUSTOM HOUSE,

St. John's, Newfoundland, 22nd June, 1903.

A. & S. RODGER



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FIRST-CLASS STOCK OF

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ALWAYS ON HAND.

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OF NEWFOUNDLAND

PROVIDE THAT:

No person . . . shall pursue with intent to kill any Caribou from the 1st day of February to the 31st day of July, or from the 1st day of October to the 31st day of October in any year. And no person shall . . . kill or take more than two Stag and one Doe Caribou in any one year.

No person is allowed to hunt or kill Caribou within five miles of either side of the railway track from Grand Lake to Goose Brook, these limits being defined by gazetted Proclamation

No non-resident may hunt or kill Deer without previously having purchased and procured a License therefor. All guides must be licensed. Licensed free to residents; to non-residents costing fifty dollars.

No person may kill, or pursue with intent to kill any Caribou with dogs, or with hatchet, or any weapon other than fire arms, or while crossing any ponds, stream or water-course.

Tanning or canning of Caribou meat is absolutely prohibited. No person may purchase, or receive any flesh of Caribou between January 1st and July 31st, in any year.

Penalties for violation of these laws, a fine not exceeding two hundred dollars, or in default imprisonment not exceeding two months.

No person shall hunt, or kill Partridges during the present year, or before 1st October, 1902. After that period not before 1st October or later than 15th January. Penalty not exceeding one hundred dollars or imprisonment.

Any person who shall hunt Beaver, or export Beaver skins till October 1st, 1902, shall be liable to confiscation of skins, and fine or imprisonment. And no person shall hunt Foxes from March 15th to October 15th in any year, under the same penalties.

Department of Marine & Fisheries,
May 2nd, 1902.

T. J. MURPHY, Minister.

C. Macpherson. Job Brothers & Co. A. Macpherson.

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