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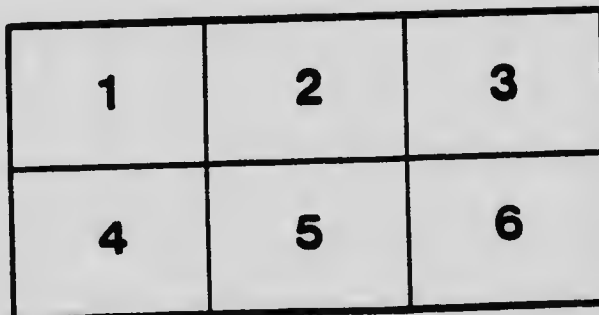
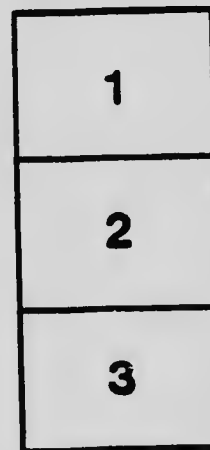
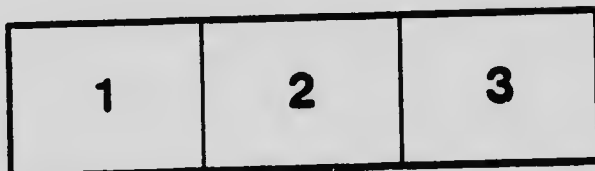
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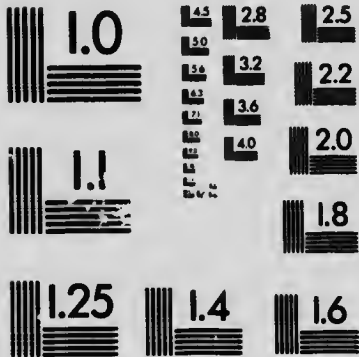
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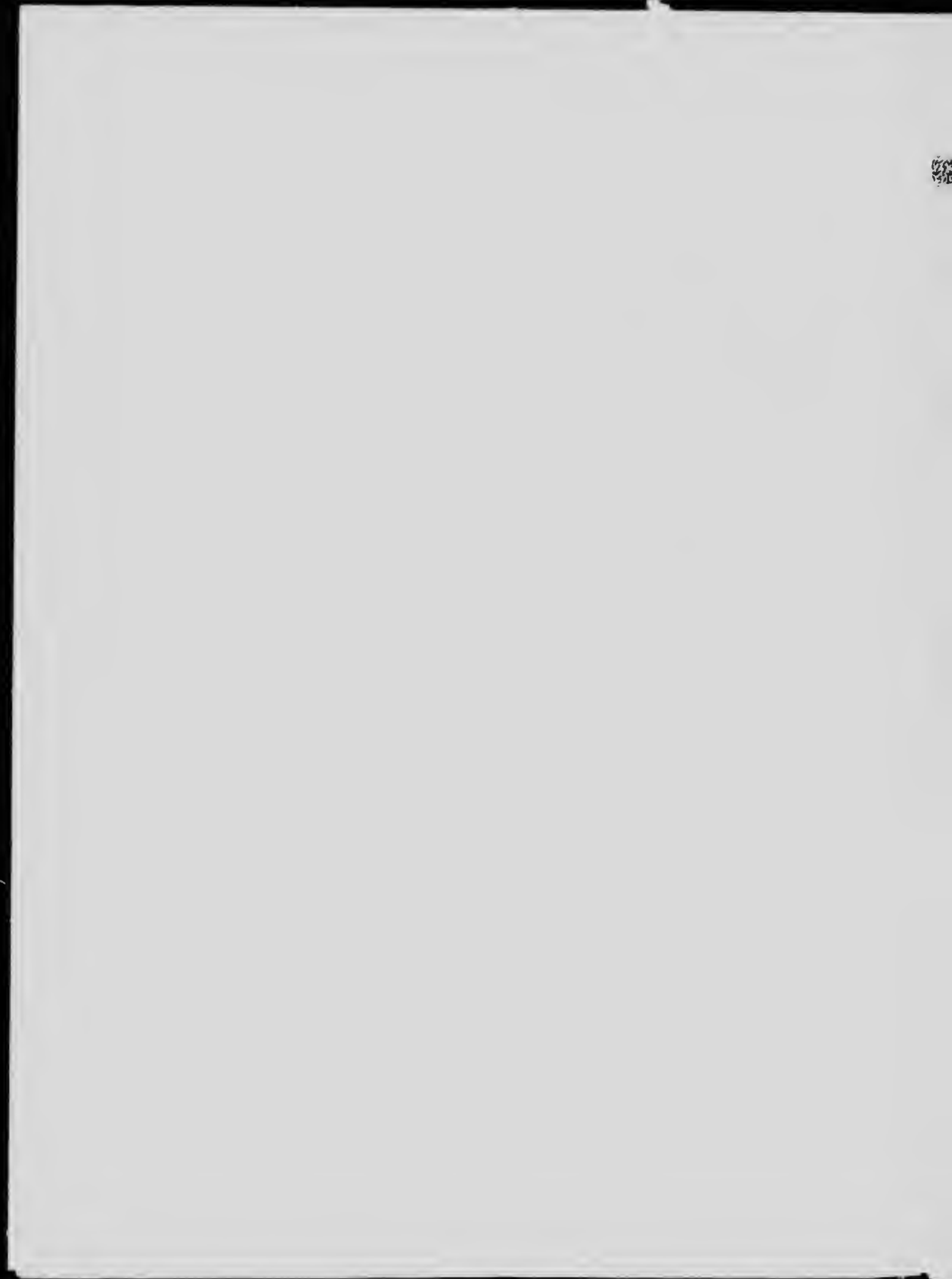
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• • NEWFOUNDLAND • •

AND

ITS RESOURCES.



— BY —

A NEWFOUNDLANDER.



1906.



S. 451

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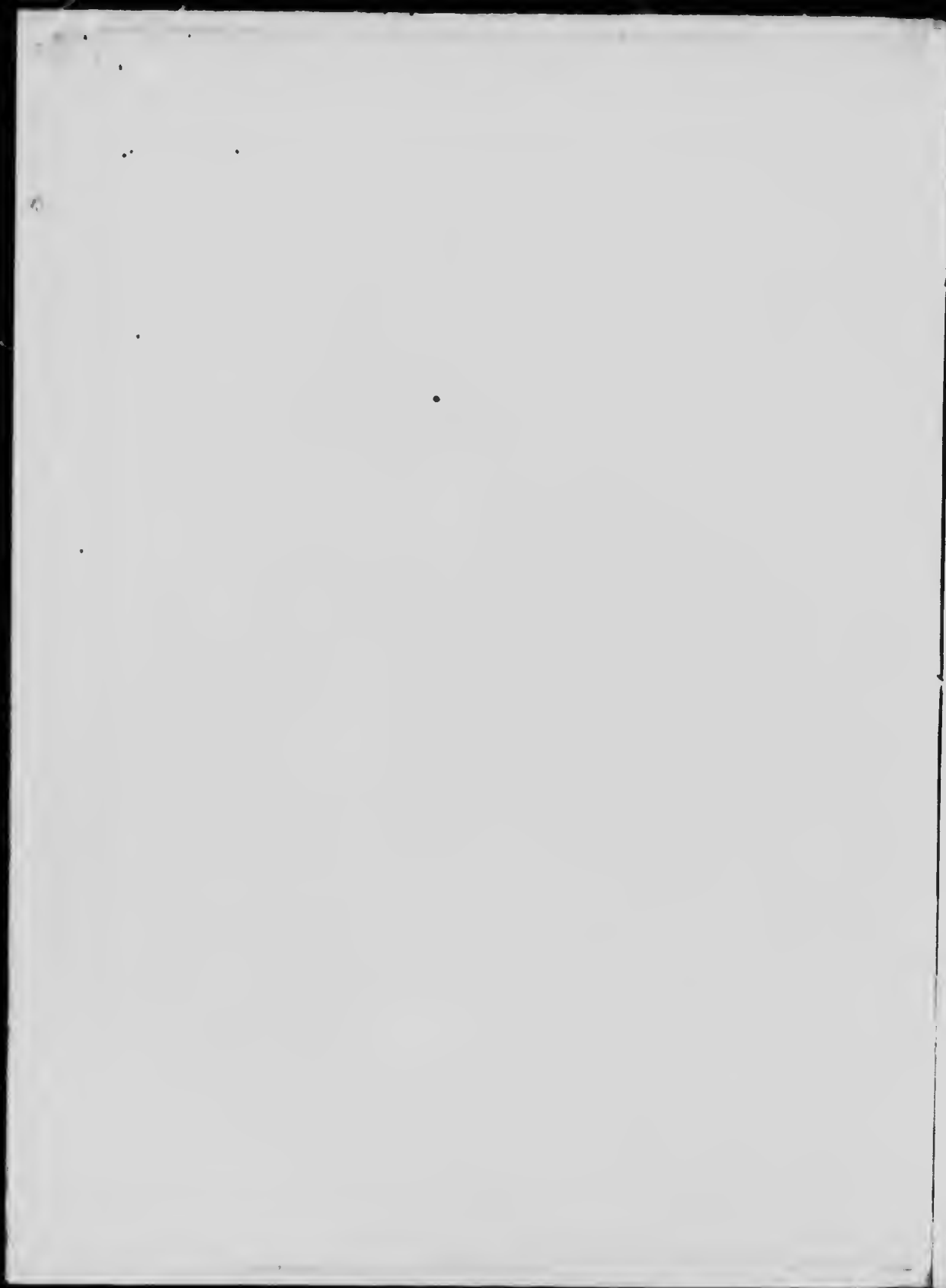
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UNEXPLORED NEWFOUNDLAND.

As far back as 1870, Messrs. Murray and Howley, at that time Geological Surveyors for Newfoundland, officially informed the Government that the interior of the island was rich in all that had made other countries great and prosperous, and that in Gambo, Gander, Terra Nova, Grand Lake, Deer Lake, St. Georges, and Codroy valleys alone there were over three million acres of land fit for raising cereal and other crops, and another two million acres admirably adapted for cattle-raising, with thousands of square miles of timber.

These facts were made known in the country over thirty years ago. What has been done in the way of developing these resources, and what remains undone? These questions should greatly interest every Newfoundlander to-day.

There are many who can write more strongly and interestingly on this subject than I; but for some reason or other they are not doing so. With the exception of the work done by our historians, the late Rev. Moses Harvey, and our present able and talented writer, Judge Prowse, very little has been said, and to my knowledge no book or pamphlet, treating solely on the Colony's resources, has been published for distribution. This is something that should be attended to once, as the majority of our people are not aware that at least two-thirds of the island is to this day totally unexplored. Such, however, is the case, and before proceeding further I shall prove what I maintain.

Newfoundland's greatest length is 317 miles, and its greatest breadth, 316 miles; total area, 42,000 square miles;

coast line of 2000 miles, and a Railway from St. John's to Port-aux-Basques 548 miles. Allowing an average of a five-mile exploration coast-line all around the Island, you have 10,000 miles which we will call explored; but you will agree with me that many of the bays around the Island are very sparsely inhabited, and the requirements of such settlements, or even of more largely inhabited places, do not carry the people five miles inland. I have visited several places on our south and west coasts, and on enquiry was told that the people do not go more than a mile or two for firewood in winter, and in summer they seldom go inland at all. This is more usually the case where no horses are kept.

Taking these facts into consideration, a five-mile average of an explored coast-line all around the Island is evidently a fair allowance. When I say explored, I mean land that has at least been gone over by some one at some time or other, if for no other purpose but to cut a load of firewood.

We will then take 548 miles of Railway, St. John's to Port-aux-Basques, with a five-mile exploration average to every mile of road, we have 2740 miles, which together with the 10,000 miles of coast-line, give a total of 12,740 miles,—leaving over two-thirds of the whole Island unexplored.

Some of the settlements along the Railway are more than two and a half miles from the same, but with very few exceptions they are on the coast-line. On the other hand, most of the settlements along the Railway as yet are sparsely populated, and to this hour many a mile right by the track has been trodden only by the Red Man in the past.

NEWFOUNDLAND FISHERMEN.

That two-thirds of Newfoundland still remain unheard from in regard to its Agricultural, Mineral and Timber resources, is sufficient proof that our people depend not on the wealth of the land, but turn rather to the sea for their livelihood. It is a well-known fact over nearly all the world, that Newfoundland fishermen are amongst the greatest mariners of the day. They are as much at home on the treacherous billows of the Atlantic in a small fishing-boat, as the farmers of Canada and elsewhere are in their cornfields. A farm-site in the interior is not their ambition. They look forward with greater pride to the bringing home of a load of codfish from the farthest Labrador, or a bumper trip of seals from the front, than the proud farmer of other lands does to the reaping of the largest crop of wheat in the country in which he resides.

Let it be said in plain words : They are fishermen, and always have been fishermen. This more than all things else leaves Newfoundland, the first land in the New World, Britain's Oldest Colony, to this day with thousands of miles of her surface untrodden or untouched by any White Man.

PROGRESS.

Home Rule was first granted to Newfoundland in 1832. The first Legislature was opened in 1833, and in 1834 the first money was voted for roads and bridges. In 1840, a sailing vessel carried mails between St. John's and Halifax, which was replaced in 1844 by a steamboat. Responsible Government, in its present form, was secured

in 1854. In 1858, the Anglo-American Telegraph Company landed the first Cable in Newfoundland, which was also the first Telegraph Cable connecting the Old World with the New.

The first Geological Survey commenced in 1864, and in that year the first mine was opened. In 1869, the first effort was made to connect Newfoundland with Canada. In 1873 a steamship carried mails for the first time between Newfoundland, England and the United States. The second mine was opened in 1875, and in that year through the efforts of Sir William Whiteway and others, a grant of money for surveying the first mile of railway was obtained. Little Bay mine, the third in the Island, was opened in 1878.

The first sod of the first mile of railway was turned on the 9th of August, 1881. In December, 1884, the railway between St. John's and Harbor Grace was completed, making the first 86 miles of railroad in the Colony. The Newfoundland Northern and Western, now known as the Newfoundland Railway, St. John's to Port-aux-Basques, was opened for traffic in 1898.

This railway, though it has cost enormous sums of money, has placed the country on the road to prosperity. Without it, the people of the Island could never enjoy as they do now the advanced civilization of the world. It has brought us in close touch with every part of America, in fact with the whole world. Previous to the opening of this road, we received our foreign mails fortnightly. Now we get them almost daily. To visit Canada, or the United States then was looked upon as a long and tedious journey, now it is only a matter of a few hours' of pleasant travel to find ourselves landed on Canadian soil.

It has helped to make us known to the world at large. It has brought most of the foreign capital we now have to our shores, and will, it is hoped, be the means of making Newfoundland a very prosperous country in the near future.

ROAD MONEY AND FREE LABOUR.

Now that we are so closely connected with Canada and the United States, whose people have proven themselves the most progressive of the age, it is our duty to be progressive also. One section of the people or the country cannot do this. A plan must be decided upon, not by a few, but by all, and then to work as one great family to make Newfoundland Progressive Newfoundland. This, Canada, the United States, and every other country, marching along the line of progress, are doing to-day.

No man can succeed who has not faith in himself, neither can we Newfoundlanders expect to make our country very successful without faith in her possibilities. We must prove to the world that this is not a land of ice and fog, but a land where sparkling waters glitter in the sunshine nearly the whole year round; a land of great resources, where an intelligent, hard-working, honest people dwell. To do this, we must stand together, and take a deeper interest in all that concerns our home and people. We must be ready to help one another for our own and the country's good.

There are many ways in which this can be done. Here is an instance: In many countries of the Old World and the New, the people give free labour on the public roads—one day or two in every year as required, and I may say as for our nearest neighbour, Canada, with free labour, her roads are better than our own, although our Government spends something like \$120,000 a year on the keeping up of the same.

In 1902, the repairing of roads, bridges, etc., cost our Government the sum of \$172,347.62. If this amount had been applied to the development of our agricultural resources, far greater benefits would have resulted to the whole population. \$100,000 of it could cultivate and stock an Experimental Farm, leaving a balance of over \$72,000

in the hands of the Government, \$30,000 of which could be advanced to persons who may be willing, but have not the means to take homesteads in the interior. Such an amount would give at least fifty families a good start on free homesteads in any part of the Island. \$20,000 more could be well spent in establishing Agricultural Societies throughout the Colony, and the balance of \$22,000 would be sufficient to pay for new material used in repairing bridges, wharves, etc., during the year.

All this could be done with that one year's Road Grant, and hundreds of families could be placed on farms every year since then, because the keeping up of the Experimental Farm would not take much, being well stocked at first, or another year's grant could be used in establishing an Agricultural School in connection with the Experimental Farm, where the growing up population would receive a good training for farm-work, on a guarantee, however, that after taking such a course they will settle on a homestead in some part of the country.

Perhaps the reader has already sufficient proof that the thousands of dollars the government finds necessary to pay for work on roads and bridges would greatly promote our efforts in farming, and open up the country in a very short time, thus keeping hundreds of our people at home.

EXPERIMENTAL FARM.

There are a few things more I wish to say regarding the Experimental Farm and Agricultural Societies. Besides existing for the purpose of proving to the country and the world the fertility of Newfoundland soil, the farm should be a great producer clear of the experimenting

section. These products would soon make it more than the name implies. They would make the Farm what I would wish it to be—a great benefit, not alone to those working or studying there, but to every family in the Colony.

This Farm should be in the most fertile and suitable place in the Island. The choosing of such a place should be left wholly and solely to men knowing everything that farmers should know. If such men cannot be found at home, get them elsewhere. Pay any price to get one good man at least.

The farm chosen, the work of cultivating and stocking should go on under the same experienced man. If the results of the first year or two prove satisfactory, it could then be enlarged sufficiently to raise whatever the Government may require to supply the Agricultural Societies over the country. The stocking of seeds, plants, fruit trees, etc., from the farm would effect a saving to the Government, and be of greater benefit than the imported articles to the parties receiving them. Being raised in the country and native to the soil the results would at once be better than with foreign seeds, etc.

AGRICULTURAL SOCIETIES.

The Societies should be established much on the same principle as the Road Boards are now, each district receiving according to its population their share of seeds, plants, trees, poultry, cattle-stock, etc. I do not mean to say every man will get a barrel of potatoes, a bag of oats, a thousand cabbage plants, or a hundred fruit trees. Very little of one article would be given to any man, but all

should get sufficient to stock them in the quality given. Regarding the animals, one each would do for the use of a certain number of people.

In this way, the people would receive lasting benefits from such an institution, and will be well recompensed for any free labour given to keep the roads in their immediate localities in good condition.

Regarding free labour and the giving of seeds, etc., by the agricultural boards, no man refusing or failing to do his share of road work should receive the benefits referred to. This rule would be promptly enforced by the people themselves, because it would concern every man doing the work.

A STATUTE LAW.

Already there is a law on our Statute Book demanding free labour to keep up the roads of the country. Let it be enforced. Half the labouring men of the Colony never earn a cent of road money. They leave it to the few who are always after it.

If the Minister of Public Works will look up past records, he will find the road money is not as much divided as is generally thought. It is paid to the same or almost the same parties every year.

I would be happy to see the Government place this subject squarely before the men of the country, showing how much could be accomplished by applying the road grant to our agricultural requirements.

What man in Newfoundland, considering our agricultural needs, can for the sake of the dollar or two road money he might earn, say nay to the proposition outlined above? I do not want the honor of his acquaintance if he is to be found.

NEWFOUNDLAND WHEAT.

Experimental Farms have been established in different parts of Canada for years. These farms exist for the purpose of ascertaining the most suitable varieties of and the best methods of cultivation for cereal, grasses, roots, and other crops, fruits, vegetables, and stock foods, and the eradication of injurious insects, noxious weeds, etc. Without these farms, Canada would never have made the great successes she has made in the raising of everything she does.

So much has been said for and against Newfoundland's agricultural resources, that many of our own people are greatly in doubt regarding the country's real worth. An experimental farm will settle these doubts.

I may say I am not in doubt. I have gone over all the Island unless it be the very interior, several times, and have seen enough to satisfy any man that Newfoundland is all right as a farming country.

I have also had the pleasure of examining wheat that Messrs. Browning, Nichols, and Bayley, raised as an experiment on their farms at Deer Lake. It was not fully ripened, but was equal to any I had seen in Canada at the same stage of advancement.

The farmers of St. George's and Codroy Valleys have been raising Tobacco Leaf in small quantities for years. When these things can be raised at all in parts of the country where the season is shortest, surely Newfoundland cannot be so void of vegetation as some are satisfied to believe.

If those continuing to believe such, or who consider Newfoundland only a part of the Labrador, will come with me to the farms of Messrs. McIsaac, Ryan, Doyle, Tompkins, Knowling, O'Quinn and others, along the Codroy Valley, or to the many fine farms in St. George's Bay and the Highlands, their opinions would quickly change, or

even a visit to the farm of Mr. Nichols, the pioneer settler at Deer Lake, indeed, we may say the pioneer settler in the interior of Newfoundland. Mr. Nichols went up the Humber River to Deer Lake before there was a mile of railway in the country, or a telegraph pole erected on the West Coast. One look at his beautiful farm and the property he has around him to-day will destroy every doubt carried there regarding Newfoundland for the farmer.

NATIVE GRASSES.

Native wild hay in thousands of tons go to waste in this Country every year. I have seen it very high on the banks of the Upper Humber and Gander Rivers early in the season.

The people of the West Coast bring down boat-loads of this hay from Codroy, Fischel's, Robinson's, St. George's and Humber Rivers every year.

It is to be found to some extent on the banks of every river, and in all the great valleys of the country, not alone in the interior, but all parts of the Island, east and west. In the beautiful Gould Valley, Conception Bay, where Mr. Makinson has his farm, we find sufficient to pasture many thousands of cattle. The same can be said of Colinet or Salmonier Valley in St. Mary's Bay, which is in fact a continuation of the Gould Valley, crossing the Peninsula of Avalon.

I find no reference whatever to this fact in any Geography or History of Newfoundland so far. Let us hope the next historian of our Island Home will devote many pages to this fertile and extensive lowland, describing the

thriving towns, villages, and farms that have sprung up along St. Mary's Bay Railway through the then-newly-named "Avalon Valley."

Perhaps this is too much to expect at once. Yet I fondly hope to see a branch railway to St. Mary's Bay in the near future, and that the same will pass along the Gould Brook and Colinet Valleys, thereby opening up the section of the country referred to, which is amongst the best farming land we have.

The distance from Brigus Junction on the Newfoundland Railway to Colinet Harbor, or Salmonier in St. Mary's Bay, is about 15 miles. Once built the operating expenses of such a branch would be very small, and considering all the business being done in St. Mary's and Trepassey Bays, it should at once become self-supporting.

These Bays, and all along the coast up to Cape Broyle, comprise half the Peninsula of Avalon. Surely for the sake of building about 15 miles of railroad this important section of the country is not to remain cut off from us much longer.

At present it is easier to get to White Bay, one of our most Northern Bays, than to St. Mary's, which is next door to the Capital.

CATTLE RAISING.

Within the past ten years the prices of all kinds of cattle in this country have almost doubled. Every year brings a steady increase in price, yet the high prices do not seem to interest us much, as our cattle-raisers are not increasing. We have none of any account, except two or three near St. John's, and on the West Coast. This is to

be regretted, as every year thousands of dollars go out of the country to purchase cattle and beef, which are brought here to supply the city of St. John's, and elsewhere with fresh meat, etc.

This year (1906), the importation of cattle, and beef, will be greater than ever. Already there is not a cow fit for beef in Conception, Trinity and Placentia Bays, all have been long since bought up at prices, dollars in advance of last year.

It is to be regretted, as I have already stated, that one cent should go out of this country for beef to supply our immediate needs. We have millions of acres admirably adapted for cattle-raising, still we import about 2000 head of cattle and 300,000 (three hundred thousand) pounds of fresh beef every year, thereby sending away thousands of dollars to help build up other lands and leaving our own at a standstill.

One of the largest cattle-ranches in Alberta, Canada, to-day is owned by a Newfoundlander, who left here about fifteen years ago. If this young man had been encouraged a little he would have started a ranch here. I understand he endeavored to secure a block of land at some point along the Old Newfoundland Railway, but the most suitable block was held by some private individual who wanted a handful of money down for it. Not having sufficient cash to do this, and stock a ranch as desired, he left for Canada, and on arrival there was at once given all the land he required for the purpose by the Canadian Pacific Railway Company.

This is one of the many instances I could relate, which helped to keep Newfoundland and Newfoundlanders so far back in the past. Happily, we are now beginning to move a little in the right direction, and are learning to help one another.

HORSE-RAISING.

Newfoundland can boast of some fine horses, both imported and home raised. We import about 200, mostly from the Dominion of Canada, every year, for which we send away over \$20,000 (twenty thousand dollars). Yet on the other hand we are exporting horses. These are our well-known Newfoundland Ponies, now almost invaluable to the big coal-mining companies of Cape Breton. They are, as we all know, remarkably strong, and perfectly kind and willing. These good qualities make them more suitable for coal mine work than any other of the horse family in America.

Their origin seems somewhat shrouded in mystery. In size they range from a little bigger than the Shetland pony to a medium Clydesdale. A good quality brings from \$50 to \$70.

Our climate seems eminently adapted for horse raising, the imported as well as our own thriving well here.

SHEEP-RAISING.

What excuse can Newfoundland offer for not having thousands of sheep to every one she has now? We cannot say our lands are not rich, or well-watered enough. We need have no fear of great rain, or dust storms that prove so injurious to sheep raising in other countries. In my opinion there is only one reason, and we have no one to blame for it but ourselves. That is, the evil of having so many dogs infesting the country. I have heard of these hungry mongrels destroying hundreds of fine sheep during a summer. While visiting Conception Bay about a year ago, I came across the remains of several sheep that had

been killed only a few hours before by these useless brutes, which roam the country-side for miles in a night.

The people of Harbour Main District had the Sheep Protection Law enforced, doing away with all the dogs in that section years ago. And when they were rid of the evil, as they thought, they went into sheep-raising with greater zest than ever, but their sheep soon became the victims of dogs from nearby districts, which, when ravishing with hunger, came into their settlements, doing almost as much damage as their own dogs had done in the past. On this account sheep-raising has been almost abandoned in the northern part of Harbour Main District.

I am told that in Port-de-Grave, Harbour Grace and Carbonear Districts there is not one sheep to every fifty persons of the population. Rather than displease their dog-owning neighbours, people suffer, hoping the Government or someone else will soon interfere. Of course, they do not care to do so themselves. This is what is said in nearly every settlement where the dog is still allowed to do his ruinous work.

In the past there might have been just reason for keeping dogs, when times were poor, no railways, and horses scarce. Now nearly every man can afford to keep a horse, or when he has a journey to make, he can travel on the train. So any dog not being a thorough-bred "Newfoundland" should be made away with at once.

I was astonished, in fact somewhat frightened, a few weeks ago, while passing through a certain settlement on Avalon to meet one animal that I knew at a glance to be the real Labrador Indian dog. To satisfy myself that I made no mistake, I enquired from a passer-by, and he informed me that the owner brought it from the Labrador some years ago and that there were several of the same breed around.

I was also informed that the local authorities of the place were well aware of the presence of these Indian

dogs, but did not look upon the fact with any more concern than upon the keeping of a tame rabbit in their midst.

Considering that we have thousands of acres of unoccupied grass lands, with plenty of clear cold water on every hand, sheep-raising should pay very well. Feeding and shelter would be required from about the middle of November to the end of March, or a little later. For the remainder of the year sheep would live in the pasture, not requiring any attention at all.

In the Old Country, the farmers have to pay from five dollars to fifteen dollars per acre for sheep pasturing, and besides feed them half the year on turnips, meal cake, etc. Still they make money by keeping them after paying all these expenses.

Here in Newfoundland we have plenty of free land for raising sheep, and for raising hay to feed them. Surely it should pay every man with land to keep a dozen sheep at least.

The Canadian farmers allow ten tons of hay to every hundred sheep for their winter, which is much about the same as our own allowance. Every farmer looks upon the sheep as one of the greatest soil improvers, and values them very highly for this as well as for the cash returns for mutton and wool.

We should at least be able to supply the home-market with mutton and wool. I am informed much of the mutton now being handled by St. John's butchers and dealers is from imported sheep. Wool is becoming a very scarce article on the market. It is not alone scarce in St. John's, but all over the country. Many of the St. John's dealers are now shipping wool to shop-keepers and others in the outports to supply the demand for this commodity.

Within the last ten years, we have imported over thirty thousand sheep, mostly for mutton. So it would appear we are not a very wide-awake people to allow money to go into the pockets of Provincials for something that can be so easily raised here.

HOG-RAISING.

We are great pork-eaters. Looking up the records, we find 219,984 barrels of pork and 154,703 barrels of beef have been imported into this country during the last eight years, for which we have placed over four million dollars in the pockets of the American and other raisers. How long is this to continue? Not long, I hope. No country can afford to send away such an amount of money and prosper.

We have no pork-packing or curing establishment whatever, and only very few farmers raise pork in any quantity. The pigs sell in carcass lots to the nearest butcher. At present, (February, 1906), carcass pork is selling for 11 cents a pound and the price is steadily increasing.

If pork raising could be increased sufficiently to supply the butcher, a lot of money would be left in the country that is now being paid for the imported article.

The curing establishment would appear as soon as we had anything worth handling. The reason we have not one already is plain to see. We do not raise enough pigs to warrant anyone going into such a business.

POULTRY.

During the last few years, poultry-keeping has become an established business in several parts of the colony. Still the demand for eggs and fowls greatly exceed the supply. Last season (1905), the price of eggs kept up to 25 cents a dozen all through the summer, and from November to the present time (February), sell readily from 30 cents to 50 cents. In December, few could be had even at these figures.

At the Christmas season every year we import practically all the turkeys and geese required. Considering the high prices paid for the same, I think many of our small farmers could go into raising such with much profit to themselves, and benefit to the country.

Newfoundland, so we are told by the people who are in the business, is alright for poultry-keeping, more especially geese, which are hardy birds, not requiring any special attention, growing to a very large size, and when their pasture is any way rich in grasses require hardly any other feeding in the summer-time.

There is a man of my acquaintance along the Conception Bay Railway who keeps 200 hens, a dozen turkeys and about the same number each of geese and ducks. On these he has supported himself and a large family for years and is now looked upon as a well-to-do man, with a nice sum of money laid aside for his old age.

DAIRYING.

I am happy to say we are also doing a little in the way of butter-making. The largest creamery we have is the one at St. John's. All the milk used is purchased from the farmers around that city, with the exception of a quantity from Sir Robert Bond's farm at Whitbourne. This establishment puts on the market what is known as Newfoundland creamery, and a cheaper butter (oleo-margarine). Both are equally as good as any importation of this article.

The farmers of Codroy, Little River, and Grand River make a very superior butter each season. This is the "Codroy butter" that has become renowned for its many good qualities. It sells from 25 cents to 30 cents per pound by the tub, a little more than is paid for any other butter made in the colony, but it is well worth the price asked for it.

There is room for many more creameries, as we find it necessary to import largely of Canadian, Dutch, and Irish butter every year. The grand total of these importations for the last eight years amounts to 5,124,112 (five million, one hundred and twenty-four thousand, one hundred and twelve) pounds, in value about one million and a quarter of dollars.

Large sums also go out of the country for cheese. We import all that is used, about 200,000 (two hundred thousand) pounds a year. Visiting Canada a few years ago, I noticed cheese-factories were being established on a co-operative plan, and in connection with the local creameries, the government of the various Provinces granting aid to farmers establishing the same by placing an assessment and excise duty on the output to repay the loans made. This system has proved very satisfactory in Canada. It should be tried here, as soon as we raise cattle enough to supply the milk.

HAY.

Newfoundland imported over 15,000 tons of hay within the last ten years, the total value of which amounted to nearly \$240,000 (two hundred and forty thousand dollars).

Imported hay sells from \$20 to \$25 per ton, the home-raised article from 80 cents to \$1.00 per cwt. This is sold loose, either off the field or from the barn. It is not handled by the merchants.

Here again is a lot of money that could have been saved for the country, by a little more enterprise on the part of our people. We sincerely hope that a few farmers in every settlement will at once make an effort to raise hay enough to supply the demand in their own locality at least.

VEGETABLES.

I am sorry I have no figures to give in regard to the quantity of vegetables imported since 1902. The latest to hand cover five years previous—1897 to 1902.

During the five years referred to, we imported 319,800 cabbage, and 152,091 bushels or 50,697 barrels of potatoes—over 10,000 barrels a year—and of turnips and carrots, we imported 24,816 bushels, about 8,200 barrels, with parsnips, beets, onions, etc., in proportion. The value of all amounting to many thousands of dollars.

We are raising as little of the above now as we were in 1902. Still we must all admit Newfoundland is as well adapted for growing all kinds of vegetables as any other country we know of.

The above, I hope, is sufficient proof that there is a good market for these articles every year. Dealers import only when the local supply is exhausted, the home-raised article being equally as good as the imported. They use it as long as they can get it.

FREE HOMESTEADS.

In the Crown Lands' Act for 1903, the Government very wisely provides for the granting of free homesteads to persons desirous of settling on a farm and for the granting of larger lots to those who undertake to settle families thereon. The sections of the Act I refer to are the following:

"Section 5 -- The Governor-in-Council may issue Licenses of occupation of Crown land on payment of a fee of five dollars for each one hundred and sixty acres, for not less than one hundred and sixty acres nor more than six thousand four hundred acres, subject to the condition that the licensee shall within two years settle upon the land one family for each one hundred and sixty acres and for a period of five years cause to be cleared at least two acres per year for every hundred acres so licensed, and continue the same families thereon or others in lieu thereof for a period of ten years from the expiration of the said five years, upon the performance of which condition the said licensee shall be entitled to a grant in fee for the said land.

"Section 7. -- The Governor-in-Council may issue licenses of occupation in quantities not exceeding fifty acres of any Crown lands for a term not exceeding five years to such persons as shall be desirous of permanently

settling on and cultivating the same. To such persons as shall have *bonu fide* actually and continuously occupied and resided on the land so licensed for a period of five years from the date of the license, and shall have cultivated within that period two acres of the said land, the Governor-in-Council may issue grants in fee for the quantity of land specified in the license."

From business dealings with, and travelling amongst the people, I can say without fear of being contradicted, that not ten per cent. of them are aware that there is such a law existing in the colony. I have time and again proven this by suggesting to many to get a farm-site along the railway line. They were always surprised to hear, in fact, would hardly believe, the Government was offering land on these conditions.

The Government acted very wisely in providing free homesteads, etc., on the above plan, but I am sorry this offer was not made known in every settlement in the country. It is not too late to do so now, and I hope the authorities will have a pamphlet published giving the various acts relating to the land grants, and explaining in simple language as well the full meaning of the same, showing the best agricultural lands available, and the course to follow to obtain a free homestead, as well as to give encouraging advice or announcement of any special favour the Government may feel in a position to offer.

Such a pamphlet would not cost many dollars, and I venture to say no like expenditure will ever bring as much benefit to the colony. To further encourage the would-be settler or farmer, information should be given as to the local demand for the various articles of farm produce, as well as all kinds of live stock. This will give heart to many who at present imagine there is hardly any market for farm produce and cattle at home.

One thing more would greatly promote such a movement. That is, a special railway fare for explorers or

farm-seekers. This should be easily obtained from the railway people, because no matter how small the fare or how few the number travelling on such business the railway company will stand to gain, not lose. It would be a new business, a new income, something every railway company pays attention to, and is very anxious to secure, especially as it is a business having for its aim the settling of people along their own road, on which the success of every railroad so much depends.

These matters of free homesteads and special railway fares for farm-seekers and settlers are so important and necessary to the people, the government, and railway company, that I hope to see all take joint interest in the matter.

THE FARMER.

After all, what life is better than the farmer's. He is a happy man. Happier by far than his brothers in the city. He is a stronger, a healthier man. Though he may not have a dollar in his name, he is satisfied with himself and his surroundings. Better satisfied than is the well-to-do dealer in the city. The farmer is paying no rent; every day's work is done for himself. In the evenings we may find him tired, but he is strong and hearty. If the season's hay-crop is not good he can sell some of his cattle. If the potato-crop is not good, the chances are the turnip-crop is, and so on. If he falls sick for a few days he may be worried a little over the loss of time, but he is not nearly as wretched as his city brother would be if he were not able to go to work when his office-hours come round. His brain begins to reel with thoughts of the rent bill, his loss of business that day, or the losing of some chance or deal on which perhaps his whole year's livelihood depends.

The farmer, on the other hand, is in his own home. He is not worried about rent, nor about the thousand and one things the other has to wear him out. He is just sorry he cannot work on the farm, that is all. His crops are growing just the same, and he has enough around him to make him feel independent. Taking all things together, he has lots to make him feel more content with himself and the world standing in a suit of over-alls on his farm, one bit of God's earth he knows to be his own, than the most successful merchant who has every luxury but in a rented block.

Then how much less is the happiness of the wage-earner in the city, compared with the farm-owner on his farm. The wage-earner (I am one myself) is not a very happy man. Every year, in fact every month in the year, he finds the cost of living has increased. He has been noticing it for a long time. He can hardly get along now, with perhaps no family or a very small one. What is he going to do later as the family wants become greater? With living expenses increasing on every hand, in a rented house, he studies these things over. The future has no bright, hope for him. His salary will be increased a little he thinks, but even so, he is not much better off then. The increasing cost of living will be greater than the increase of pay.

These are a few of the many things of which the man who is living on a salary has to think. No wonder he loses interest in himself sometimes, and has not the look of contentment about him the farmer from the country has. Is it to be wondered at that he is not more interested in the affairs of the country? No, sir, it is not. He stands and faces the battle of life and earns a livelihood with courage equal to a soldier on the field of war, and he sometimes rises above the ranks. When he does, mark him well; he is like many a great warrior who has risen from the ranks--a very difficult man to defeat in whatever sphere of life he stands. He has been through the fire of

adversity. He has won the battle for bread, and is a very wide-awake man now. He has a broader knowledge of man and the world; of which life really is, than ever will the man who has not spent his last dollar in the world.

Though success may crown his efforts, he is not even then as happy as the farmer. In his own house, on his own farm, be it a castle, or a cottage, one acre or a thousand, it is his own, all his own.

CAPITALISTS.

Newfoundland is in need of capital to-day more than ever. She needs more Reids, more Iron and Steel Companies, more Harmsworths, and that at once. Perhaps some will say we do not want more Reids, I say yes, we want more men like R. G. Reid. Giving all men their due, has not Reid done more good for Newfoundland and her people than any other man who has yet landed on her shores? He has, yes, a thousand times.

We have rail and steamship communication with the mainland of America almost daily. We have a line of coastal boats equal to any coast-service in the world, and a railway system as good as the best. All these, with innumerable other possessions and privileges, are due to the honesty, foresight, and interest, this man Reid, has given in carrying out his contracts with the Government.

After accomplishing so much, it is to be regretted that a misunderstanding arose between a section of the people, the Government, and Reid, which greatly handicapped the colony's march of progress, ending very disastrously in a financial sense to the Government and people.

It is to be hoped that a different feeling will soon prevail, and once more matters go on as agreeably as in the past when the benefits referred to above were being established in the colony.

Within the past year much opposition was shown in some sections of the country to granting the Harmsworths a large track of uncultivated land in the interior. The Harmsworths, who, by the way, are worthy and respected Englishmen, are about to establish an extensive pulp plant on the shores of Grand Lake, which is touched by the line of railway crossing the country.

They are men of solid means and are very enterprising. Instead of endeavouring to keep such men and their money out of the land, we should, every man of us, who has the country's welfare and the employment of the people at heart, strive to bring them here. Some of our people, even several of the representatives of the people in the Assembly, made the absurd remark that we were giving them a lot of land for nothing. We have given them some land it is true, but they have undertaken to pay for it in a way that will bring more lasting benefits to the whole people than all the ready cash we could expect for it now, or fifty years later. Even if given for nothing, as some maintain, there is no cause for complaint, so long as they (the receivers) guarantee improvement of the property and find employment for the masses. That is what we require, and if the giving away of land in the interior will keep our sons and daughters at home, increase the population and bring prosperity to the country at large, why not give it all away?

What have the thousands of acres of land at Grand Lake or any part of the interior, which still remain unclaimed, brought the people of this country? Nothing, absolutely nothing. Then why do we want to hold them longer? Why keep them out of the hands of honest men of means, who, besides giving work to the people, will place Dwellings, Churches, Schools, and Factories, where

now stands nothing but the forests they ask us to give them ? I would not favour giving the land and forests to these people, if there were a Newfoundlander at hand to undertake to do what these men have undertaken, but to keep on waiting for such a man to appear, and tie up these pulp areas, destroying the chances of employment, allowing our sons and daughters to seek for bread in another land, would be next to madness.

Let us hope that the Harmsworth enterprise will prosper, and all others as well, so that instead of spending idle winters or seeking employment abroad, our stalwart sons will find labour and good wages at home.

If the country had been opened up by such enterprises say twenty years ago, when the first of our people commenced to leave home, the population would number at least a half a million people instead of the couple of hundred thousand we are to-day.

The state of Massachusetts alone has over thirty thousand Newfoundlanders and their descendants. The most of these people settled there between the year 1885 and 1895. Since the latter date, travelling has become much easier and cheaper. Previous to this New York, Boston, Montreal and Toronto were looked upon as very distant places. A man who had been to New York was a very privileged being; but now, to have been to British Columbia, Klondyke, or even South Africa last year, and to the fishery this, is a very common occurrence with our young men.

CONFEDERATION.

An unsuccessful effort was made to bring Newfoundland under Canadian Confederation in 1869. This question is one in which every Newfoundlander should take an interest, because if we are keeping out of Confederation to our own detriment, immediate steps should be taken towards entering it.

I do not think the subject should be treated as a political-party question. Liberal and non-Liberal, Confederate and anti-Confederate should stand together and study the Federal Constitution of Canada, and the much-talked-of direct taxation law, comparing Canada's revenue-making system with our own, her laws with our laws and so on, until every subject has been fairly dealt with.

I may say I have given a good deal of attention to this very important matter, and I am strongly in favor of Confederation. Canada is a great country even now, but she is to be greater still. In fact, her real march of progress has only just begun. We find her population of about six millions of people, united and happy, standing as one great family to make their country a great country. That they will succeed seems certain, as already Canada's greatness and power are being wondered at. Her wonderful resources and her future possibilities have the admiration of the whole world. With foreign capital flowing into the country on every hand, trade and commerce steadily advancing; industries of all kinds being established, the good will of every nation manifest, Great Britain's strength her own, the future of Canada seems bright indeed.

In my opinion, Newfoundland has everything to gain and nothing to lose by becoming a part of the Great Dominion and I think the same can be said of Canada. She has nothing to lose and everything to gain by taking Newfoundland on any reasonable terms.

As already stated, Newfoundland needs capital to explore and develop her resources, and to manufacture at home all that we are now giving millions to other people for. We have been waiting for this capital to come to us. We have been looking all over the world for it, and we have succeeded very little in attracting it. Why? Because we are practically unknown even in the parent home, England, and if we continue the couple of hundred thousand people we are, and go on as we are going, we will not be much better known in the world twenty years hence than we are to-day.

There is hardly a month in the year but some mineral deposit, great water power, or timber area is being discovered in this country. Our timber and pulp wood forests are now considered practically inexhaustible, and we have many mineral deposits along the very coast line waiting for a few dollars to develop and perhaps make some of them the greatest mineral producers in the world. Then consider the thousands of miles of the island still untrodden; where no prospector's hammer ever fell. Look at the map of Newfoundland. See all those great lakes and rivers, and with them consider hundreds of others not shown there at all. Think of all this great power and wealth which God in His wisdom has placed at our disposal going to waste.

Along the banks of every river and on the shores of those great lakes, God meant for us to live, and partake of His bounteous gifts.

One of the Dominion of Canada, capital would come to us, population would increase. The industries and agriculture I speak of would soon spring up, keeping our people at home, and their money at home also. I do not mean to say the Dominion Government would do all this for us and pay for it out of the public treasury. No, this could not be expected, neither would it be necessary. The capital would come to us in many ways; we cannot even imagine now. Is it not more probable for a success-

ful manufacturer or a monied man of Canada to interest himself in us as Canadians and establish a business or a branch of his business in a new field still Canadian, than it is now when we are Newfoundlanders, with different laws, and as a whole people supposed to be anti-Canadian? Certainly it is. The money that comes across the ocean will reach us in about the same way. When the investor visits Canada to study the country, it will be necessary for him to visit Newfoundland, then a part of the Dominion, before he can say he has been over all Canada, and Newfoundland, being a new field and on the ocean-highway, is sure to get preferred attention.

With many here it is imagined that in becoming a part of the Dominion, Newfoundland will lose control of her own affairs. This is not correct. Under Confederation we would have a Legislative Assembly with the same control of affairs as we have at present, and we would be represented in the House of Commons at Ottawa by as many senators as our population will entitle us to. The present legislature or system of government would undergo very little change. The members would be elected every four years by popular vote, just the same as they now are. The Dominion Parliament would have the final settlement of matters pertaining to our trade and commerce, public debt, public property, borrowing of money on public credit, postal system, currency, banks, customs and excise duties, canals, and railways. All other matters would be attended to by the local authorities.

On the whole, the Canadian Federal Constitution as framed in 1867 has proven a great success. It has brought all British North America (excepting Newfoundland) together. It at once destroyed the local jealousies and hostile laws that existed between the various Provinces of Upper and Lower Canada, and united the people, irrespective of race or religion. This unity has brought Canada success, and made Canadians what we find them now an intelligent, loyal, and Christian people.

OUR RESOURCES.

In my opinion, we Newfoundlanders are not doing as much as we should to make the country known abroad. No matter whether we join Confederation or do not, we must get to work and make ourselves known. The Government would do well in appointing some experienced man to represent us in the Old Country, a man understanding Newfoundland and her needs, and capable of placing the magnificent resources of the country in a proper manner before investors.

As I have already partly shown, our forest wealth is very great. Experts tell us we have pulp wood enough without replanting to supply the world for the next two hundred years, and with little more protection than it now gets, our larger timber areas should last us for ages. We have great mineral wealth. Some of our most important mines have been worked for over thirty years, with an inexhaustible supply of copper ore still in sight. Several mines equally as good are waiting for capital to develop. Such is York Harbor Copper Mine, and Placentia Lead and Silver Mine, both having large deposits in sight, and no money to work them.

Every mine worked, or discovery made to date, has been along the very coast line, not three miles from the waters of the Atlantic or Gulf Stream. There is hardly a ten-mile section of the whole 2000 miles of coast-line, but specimens of some valuable mineral can be found there.

It is my opinion Newfoundland will in time become the greatest mining country the world has ever known. When so many valuable and extensive deposits as we have now working can be found along the very edge of the coast, surely it is much more likely for us to find Nature's gifts even in greater quantities inland, where Nature had room to do her experimenting more freely.

Many a man of means would send prospectors to this country to search for mineral, and invest his money, if these facts regarding our mineral wealth were made known abroad.

The value of our great fisheries is known something of almost the world over, because these goods advertise themselves by being sent broadcast to the world for disposal. If the great natural resources of the Island itself were only half as well known or attended to as our fisheries, very striking would be our progress in the near future.

The Government, in my opinion, could not make a better appointment than the one suggested, that is, a suitable person to represent Newfoundland in England. If such an appointment be made, I hope the man sent will be given every particle of information regarding our developed and undeveloped resources, explored and unexplored portions of the country, with full details and exact location of every mineral deposit known. Information regarding these could be easily obtained by the Government who can communicate with every person who have held or is then holding a mining lease for used or unused property in any part of the colony.

He should also have all the information possible for the Government to give him in regard to every pond, lake, and river in the Island, the location and power of the same for driving machinery, etc. In fact, he should have and know everything worth having or worth knowing about the colony to enable him to place before investors in an attractive manner all we have to offer.

EXPLANATORY NOTE.

Before bringing these remarks to a close, I wish to say a few things in the way of explanation. Perhaps explanatory notes should go in the first part of a book, but I prefer placing them here.

I want to say that these notes were not written or put in book-form for the sake of making money, as the majority of my readers perhaps think. At first it was my intention to publish the whole number in one of the local newspapers, but then half the fishermen and farmers in the colony would not see or hear a word of them. So instead, I have ventured to give them to my countrymen in book-form. If I get enough from the sale of the book to pay the publisher, I will be very well satisfied, and if the placing of these facts regarding Newfoundland and its resources before the country shall be the means of encouraging any of our people to do more towards cultivating the land they own, or means of the opening of one farm in the interior, I will not consider the time spent with this work as lost.

To the critic, I may say I am not educated; I have never been to school or to a graded teacher to learn how to write a book or anything else. I do, however, know how to gange a fishing-hook, set a cod-trap, and haul a herring-net. I also know a good many things about farm-life that an Oxford man does not. I learned it all in the long ago when I should have been going to school perhaps. Now, I know what a priceless gift learning is, when, alas, it is too late.

With graded teachers, and councils of education of the present time, it is an easy matter for every man to educate his family. Education is the leading subject in every part of the world to-day. It was not so away back in the 70's. At that time Newfoundland did not give much attention to the educational requirements of her people. Then there was a certain element of the popu-

lation that was very strongly opposed to the giving of education to a fisherman or a fisherman's son. Still some of these unworthy individuals were even then holding offices of trust for and being supported by fishermen.

Happily for us, these and all such creatures have long since passed out of the life and affairs of the country, and in every public institution now stands an honest, faithful class of men who have the welfare of the colony and people at heart, men who can sincerely say with us :

Newfoundland we love thee, we love to guard thy name;
 United we will hold thine honour and fame,
 Success and plenty ever crown,
 Fortune never on thee frown,
 God guide thee with a loving hand,
 Peace to thee and the fatherland.

.....
 God bless thee Newfoundland.



