

### After Fifty-Seven Years.

MR. JAMES SILVEY RETURNS TO HIS NATIVE LAND.

Oh! give me back my home again—  
My home beyond the deep blue sea—  
My island home nearby the main  
Where I had nothing to restrain.  
And I was happy, young and free!  
These sunny skies and gorgeous  
scenery  
Are brilliant, beautiful and grand,  
Yet all their vista never weans,  
My heart from those far brighter  
scenes,  
The treasures of dear Newfoundland!

On Signal Hill on night to stray,  
And watch the countless stars  
above,  
The white-winged ships upon the bay,  
The lights beyond that led the way  
To homes of simplicity and love.

We extend to our fellow country-  
man, Mr. James Silvey, a cold mille  
feuille, or, in other words, a whole-  
hearted old time Newfoundland wel-  
come, after his long absence of fifty-  
seven years from his Native Land.  
We have often stated that no matter  
what part of the globe our fellow-  
countrymen have cast their lot, by  
their honesty, integrity and ability  
they have carved out for themselves  
a prosperous and honorable position  
in life, and Mr. James Silvey is no  
exception. It must indeed be a plea-  
sure for Mr. Silvey to once more in  
his life visit the scenes of his child-  
hood, and yet this pleasure is not an  
unmixed one. In looking back over  
that vista of time, there are many re-  
grets to be called forth by the changes  
all those years have wrought. How  
many familiar faces will be absent?  
The companions of his youthful days,  
where are they? Some gone to that  
undiscovered country from whose  
bourne no traveller returns, and  
others scattered to the farthest part  
of the earth. Mr. Silvey will find the  
old and familiar scenes, scarcely  
changed by the hand of time, and al-  
though they are still as dear to his  
heart as when he parted from them  
fifty-seven years ago, yet, they call  
up recollections that cannot but be  
tinged with melancholy. They will  
remind him of the happiest days of  
his life-days now gone and never to  
be recalled. They remind him of the  
companions of his youth, and they  
emphasize their absence. He indeed  
must feel like an exile returning to  
the home of his childhood. Few will  
remember him, but the name of Silvey  
will live forever in the annals of our  
country. It was his famous father, and  
such as he who made Newfoundland  
what she is to-day.

James Silvey, youngest son of the  
late famous Viking, Capt. John Silvey,  
was born near Maggoty Cove Bridge  
(as it was then called), near Hoyle-  
town, at the head of Temperance  
Street. At that time a river ran down  
through the land where Temperance  
Street is now, and discharged its  
waters into Wood's Cove. His famous  
father bought a home on Cochrane  
Street, next door to Ryan, the pilot.  
After his father's death, which occur-  
ed on March 14th, 1861, on board his  
brigantine "Fanny Bloomer" at the  
seafishery, his mother sold the house  
on Cochrane St., and built a new one  
on what was then called the New  
Road, now Gover St., where Mr.  
Feaver, the blacksmith, has his resi-  
dence. In 1866 Mrs. Silvey, four  
daughters and young Jim left the  
land of their birth and settled down  
in Boston, where the daughters were  
employed in remunerative work. Two  
daughters, Mrs. Denis Brien and  
Mrs. Richard Boggan remained in St.  
John's—the latter being still with us.  
James Silvey received his education in  
Boston, and served his time as a  
printer, at which he worked for a  
considerable time. But the roving  
spirit of old-time Newfoundland as-  
serted itself, and one of his sisters  
(Mrs. Dempsey) being in California,

he decided to move on to that distant  
part of the United States. With the  
inborn grit and enterprise of his fa-  
mous father, he quickly rose to a prom-  
inent position in the land of his adop-  
tion, in the city of San Francisco, and  
has been for many years one of the  
most outstanding figures in the Pub-  
lic Service, in the land of the Stars  
and Stripes. His kindness and hos-  
pitality to the delegates of the Knights  
of Columbus during their visit to San  
Francisco will never be forgotten by  
the Newfoundland delegates, and Mr.  
Charles J. Ellis is warm in his praise  
of the attention and welcome extended  
to them by Mr. Silvey. He placed his  
motors, his house and everything pos-  
sible at their disposal, and was untrif-  
ling in his efforts to make them com-  
fortable and enable them to view the  
scenes of that beautiful and prosper-  
ous country.

This was characteristic of such a  
true-born Newfoundland — a de-  
scendant of one of our greatest Vik-  
ings. His father, Capt. John Silvey,  
was contemporary with all the great  
"jowlers" of former years, when the  
seafishery was at the zenith of its  
glory, and the names of Captains  
Silvey, Barron, Feehan, Graham,  
White, Malloway, Jordan Pike, Ned  
Purcell, Harry Andrews (Billy Lindy),  
Thomas Duff, Din Mealey, Joe Houlihan,  
Rhodes, Billy Kean, Billy Kneese,  
Daniel Green, Hamahan, Thomey,  
Fitzgerald, Jim Wilcox, St. John,  
Mundens, Bartlett, Clarkes, Sprack-  
lins and scores of others were as of  
familiar to the people of the whole  
country as that of the Governor, and  
perhaps more so. It was they who  
built up our country, and in their  
efforts Capt. John Silvey performed  
his part, and performed it well. We  
cannot say too much about this highly  
respected and heroic old Viking, just  
to show the class of heroes of those  
days. Capt. John Silvey was in com-  
mand of many vessels during his event-  
ful life at the seafishery and other  
enterprises. He had the Piscator,  
Lovely Mary and Telegraph, but it was  
after he purchased the well-known  
brigantine "Fanny Bloomer" and the  
brig Elizabeth (the largest vessel of the  
fleet) that his name became a household  
word. He purchased the Elizabeth in  
1859, and he gave charge of the Fanny Bloomer to his  
brother-in-law, Capt. John Flynn, and  
took charge of the Elizabeth himself.  
During the fall and summer months  
both these vessels were employed in  
the foreign trade, principally between  
Liverpool, England, the United States,  
and Newfoundland. In the year 1860  
the Elizabeth, which was in charge of  
Capt. Flynn, was lost about Christmas  
time, near the Gut of Canso, and the  
next spring Capt. Silvey again took  
charge of the Fanny Bloomer, and  
died as described above. And now  
after fifty-seven years, Mr. James Sil-  
vey comes back to the scenes of his  
childhood in his native city of St.  
John's—to those scenes so familiar  
to him near the historic Quidi Vidi  
Lake, where he viewed the struggles  
for supremacy with the oar, which  
took place in years gone by—the years  
of his happy childhood. He will recall  
the days when the women rowed on  
the pond, and the good dames of  
Quidi Vidi proved their metal against  
their opponents of their sex, and when  
the rigs Undine, Banishe, Weasel,  
Black Cat, Witch of the Wave and  
other racers competed on the pond,  
as well as when the pilot boats, with  
their hardy crews of the Gallishaws,  
Vinnicombes, Lewis, Ryans and others  
plied their 18 foot oars, in their en-  
deavors to reach the goal when the  
gun went off, announcing the winner  
of the race. As Mr. Silvey purposes  
to remain for the annual Regatta—the  
only day when all meet on an equal-  
ity—when even the ubiquitous small  
boy can proudly stake his twenty  
cents with the highest in the land  
without fear of being snubbed, it  
will surprise us much indeed if Mr.  
Silvey will not be amply repaid for

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### Antarctic Diamond Island.

QUEST EXPERTS THEORY.

Members of the Shackleton-Robert Expedition seriously suggest that diamonds exist in Antarctica. A small late near South Georgia, (The Gate of the Antarctic) was found to contain a large excavation. The quest's mineralogist panned the soil and declared it was most certainly the type of alluvial which carries diamonds. Yellow quartz was also unearthed. The hole found by the Quest was made by a Cape-town expedition which prospected the island for five months as the result of the report of a private prospector, who produced diamonds said to have been found on the island. It is probable that a second attempt will be made to locate diamondiferous ground by a Capetown fishery company.

Some wonderful features of the mys-

### They Were Related.

The conductor of a freight sent the brakeman forward to put a tramp off they had seen board the train just as they were pulling out.

The brakeman went forward, but when he came to the tramp he found himself gazing into the barrel of a gun, and was ordered back to the rear and informed he might as well stay there and save himself some trouble. The brakeman returned to the caboose.

"Did you get him off?" inquired the conductor.

"No," replied the brakeman. "I couldn't put him off. He's a cousin of mine."

"Well, I'm not troubled with that kind of relatives. I'll get him off," stormed the conductor, angrily.

After a time the conductor quietly returned.

"Did you put him off?" the grinding brakeman asked.

"No, he's a cousin of mine, too," the conductor replied.

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Military Governors of provinces opposing the present movement in China toward democracy and reform, are plunging China into civil war to

preserve selfish ends, according to a declaration to the Provisional Cabinet, made by President Li Yuan Hung.

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