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Old Time Shipbuilding in Newfoundland

Names of Some Well Known Vessels, Where Built, and Builders Names.

BY JAMES MURPHY.
(Continued)

I must beg the pardon of the readers of the Mail and Advocate for digressing somewhat in to-day's article from my theme. I am anxious that they should know of incidents which happened in relation to the intrepid fishermen and seamen, who toiled on the broad Atlantic in the early days of shipbuilding in Newfoundland. We grumble a considerable lot to-day in relation to what we call unfair treatment, but what do we suffer when contrasted with the lot of the men of fifty years ago. In those years the fishermen were not as provident as the men of our times. They were to use a common expression cast between Sycilla and Chrybdis, or as themselves would say, between "the devil and the deep sea." All the many obstacles which our forefathers contended with are now nearly lost in oblivion. They are becoming more independent as years go by. Their fathers had only the sea to look to for support, their sons now find work on land, taking the wealth from the bowels of the earth, or being employed in the forest. Indian meal and molasses are unknown, parading the streets with a flag and shouting for bread or work, and bowing and scraping and going to the merchants with hat in hand, are customs, thank God, that are becoming more and more obsolete. One hundred years ago it was considered a hazardous and a daring exploit to leave the West Indies in April month for Newfoundland. The ice from what I can gather remained longer around our coast and the winters were more severe. To show my readers the sailing quality of the vessels, I wish to tell them of the "Mary & Eliza", which eighty (80) years ago made five voyages from the West Indies to St. John's and back again in the short space of ten months. During that time she brought from St. John's 756,000 lbs. of dried codfish and she sailed 36,825 miles.

The "Zangari", a ship built at the dockyard of John Woods, Holytown, an item of which I before mentioned, was the means of rescuing the crew of the Nimrod, owned by Barron, Frazer & Co. of the port of St. John's, on the 14th. days of November 1856 the "Zangari" bore down on the Nimrod who had her mainmast cut away and other damage done. Capt. Whit took the Nimrod's crew off the wreck and brought them to Barbadoes, from there they were conveyed to St. John's in the "Myrtle." The latter ship was in command of Capt. John Alde, better known in the olden days as "Sksall Jack", because he used to crowd all sail on the Myrtle. He was a famous seakiller as well.

In Friday's Mail and Advocate mention is made of the "Heather", which vessel was bought by the firm of Daine, Johnston & Co. in 1854. Two years afterwards she came to grief near Ferryland, on a voyage from Baltimore to St. John's laden with flour and general provisions. Capt.

them seemed to mind the barque. Finally the schooner Pigeon, Capt. Knight, of St. John's, saw their signals of distress and he bore down upon them. This was on the 15th. of April. The best part of the crew had died of starvation. The Captain, whose name was Rudolph, the mate, Duggan from Swansea, and a few other seamen were found alive by Capt. Knight, brought the survivors to St. John's.

To show how fishermen existed in many instances in days gone by in relation to the dwellings they occupied, and as regards the suffering they endured, let me say that in the fifties at Fogo, a father, mother, five daughters and two grandchildren, having been forced by the inclemency of the winter weather, left their hovel in the woods to go to the house of a neighbour. The father and two daughters who bore their children in their arms, reached their destinations, one of them was frostbitten, the mother and the other three daughters were frozen to death and were buried in the one grave on the following day. An old man died the same night at the same settlement from exposure to the cold.

(To be continued.)

For the Cot Fund

(Editor Mail and Advocate)

Dear Sir,—Kindly find space in your most esteemed paper to publish the enclosed list of subscribers to the general Cot Fund. The amount (\$22.00) has been duly forwarded to Sir W. H. Horwood, Chief Justice.

Salt Pond	
Stanley Bursley	\$ 1.00
Saul Stride	1.00
John Snow	2.60
Martin Snow	1.00
Azariah Manuel	2.00
Andrew Manuel	2.00
Robert Rowell	1.00
Andrew Stride	1.00
Chesley Hodnott	1.00
Albert Hodnott	.10
Stephen Baker	.30
John Hodnott	.50
Mrs. John Hodnott	.20
Phillis Hodnott	.10
Mrs. Hubert Brett	2.00
	\$15.80

Little Burnt Bay	
Solomon Snow	\$1.00
James Snow	1.00
William Snow	1.00
Frank Rimmer	.50
John Parry	.50
Fred Pilly	.50
Samuel Pilly	1.00
Noah Ball	1.00
	\$6.50

Thanking you in anticipation for this favour.

Yours very truly,
ALFRED G. YOUNG,
Secretary.

Lewisport, Oct. 10, '16.

"Can you bear it if I tell you something serious," ventured the young husband.

"Yes; don't keep anything from me gasped the bride.

"Remember, this does not mean that my love for you is growing less."

"Don't break my heart. What is it?"

"Well my dear: I'm growing tired of angel food every day for dinner. Would it be too much trouble to have silver and onions?"

OCHRE PIT COVE W.P.A.

(Editor Mail and Advocate)

Dear Sir,—Kindly insert in the columns of your highly esteemed paper the following account of how the W.P.A. are progressing at Ochre Pit Cove.

On Sept. 26th the kind ladies of Ochre Pit Cove got up an entertainment to help out the "Cot Fund." Rev. R. H. Mercer gave an able and very interesting lecture on the War, which was appreciated by all present. After the lecture a tea was served and all present did justice to the inner man. The nice sum of \$32.00 was

raised which was good considering that none of the young men had yet arrived from the Labrador and elsewhere.

I must not forget the work that the ladies of the W.P.A. are doing. They have knitted 30 pairs of socks and sent to the boys that have gone from them to help uphold the good old "Union Jack." Besides the socks that they have sent to the Association at St. John's.

Well might it be said that Ochre Pit Cove have done her part; nine have answered the call to the colours, six with the Nfld. Regiment, one in the Nfld. Royal Naval Reserve and two in the C.E.F., and of these one has paid the supreme sacrifice and another has returned home medically unfit for duty.

There are others who would nobly respond to the call if they were fit.

I hope that this war will soon be over, and the Allies be victorious, and the German Empire be abolished all together.

So I think I will close by wishing the President and the Union every success.

Yours truly,
PRO BONO PUBLICO,
Ochre Pit Cove, Oct. 10, '16.

schooner "Ada", making the passage to Waterford in 11 days in 1882. This vessel was owned by the late Mr. Richard Harvey, merchant, and commanded by Michael Hoeborg. This was his first voyage as master. He made the round trip in 35 days, and he later in the same vessel made the passage to Hamburg in sixteen days. As master of the "Consuelo", "Silver Sea", "Mistoe", "Plymouth", "Aureola" and other local vessels in the European, Brazilian and West India trade, he made many quick passages. He holds the first master's certificate of competency issued in Newfoundland in 1876. We now resides and is doing business in Burin, is hale and hearty and speaks about going to sea again, as certified masters are scarce.

Burin, Oct. 12, 1916.

Old Time Mariner Is Still Active

(To the Editor)

Dear Sir,—In your valuable paper of Sept. 30th, among "Gleanings of gone by Days" mention is made of

FISHERMEN'S UNION TRADING CO., LTD.

ESTABLISHED 1911.

Capital \$250,000.

President..... W. F. Coaker, M.H.A.

Secretary..... W. W. Halfyard, M.H.A.

DIRECTORS:

- Geo. Bishop..... Wesleyville.
- A. J. Norris..... GratesC ove.
- D. White..... Catalina.
- John Sheppard..... Keels.

This Company has paid 38 per cent. dividend during the past four years and Union members only can purchase shares which may be had on application to President W. F. Coaker or Secretary W. W. Halfyard.

UNION SHIPBUILDING COMPANY, LTD.

Authorized Capital \$50,000.

Shares \$10.00 each.

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Vice-President... E. Collishaw.

Secretary..... W. W. Halfyard, M.H.A.

DIRECTORS:

- A. E. Hickman..... St. John's.
- C. Bryant..... St. John's.
- Dugald White..... Catalina.

An allotment of \$20,000 worth of shares in the Company will be sold to the public at par. For information and prospectus apply to W. F. Coaker or W. M. Halfyard.

UNION ELECTRIC CO., LIMITED.

Authorized Capital \$200,000.

Shares \$10.00 each.

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Vice-President... Dugald White.

Secretary..... J. G. Stone, M.H.A.

DIRECTORS:

- C. Bryant..... St. John's.
- P. Coleridge..... Catalina.
- Jos. Perry..... Catalina.
- John Guppy..... Port Rexton.

An allotment of \$20,000 worth of shares in this Company will be sold to the Public at par. For information and prospectus apply to W. F. Coaker or J. G. Stone.

UNION EXPORT CO., LIMITED.

Capital \$1,000,000.

President..... W. F. Coaker, M.H.A.

Secretary..... W. W. Halfyard, M.H.A.

DIRECTORS:

- Dug. White..... Catalina.
- Charles Bryant..... St. John's.
- John Guppy..... Port Rexton.
- G. A. Rowe..... Seldom.

This Company paid 10 per cent. dividend for 1915. Preference shares are guaranteed 10 per cent. dividend. A splendid investment. For shares apply to President Coaker or W. W. Halfyard, Secretary.