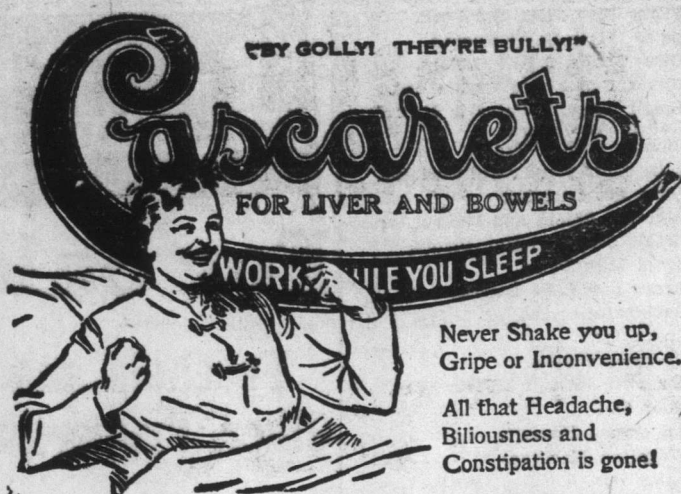


**"TRY GOLLY! THEY'RE BULLY!"**



**Cascarets**  
FOR LIVER AND BOWELS  
WORK WHILE YOU SLEEP

Never Shake you up,  
Gripe or Inconvenience.

All that Headache,  
Biliousness and  
Constipation is gone!

## Pioneer Passenger and Freight Boat.

### The Evolution of the Coastal Service.

(H. F. SHORTIS.)

Some time ago, by the merest accident, I came across an advertisement published in St. John's on April 14th, 1808, one hundred and twelve years ago and it is so unique that I now give it to the readers of the Telegram for their benefit, or rather for their amusement. Here it is:

#### PACKET BOAT

For Harbor Grace, Carbonear or any of the Out-Harbors.

The subscriber respectfully informs the public that he has provided a New Skiff that rows six oars for the purpose of conveying passengers, etc., to any of the Out-Harbors.

Persons desiring of obtaining quick passage thither may be accommodated at short notice by applying to,

MICHAEL DOOLY,  
Resident of Portugal Cove.  
April 14th, 1808.

I am somewhat puzzled as to how I shall try and unravel the above advertisement. In the first place it says that the boat was rowed by six oars, but not a word is said about her carrying any canvas, say, fore-sail, mainsail and two flies. Then again Mr. Dooly guarantees quick passages, etc., but how that can pan out I fail to see, although the New Skiff was provided with six oars. It may be

that the oars were only used when head winds were encountered, or the blue waters rippled only slightly by the morning breeze, which caught the sunlight and sparkled over the wide expanse, or in a dead calm; but my word for it, I have seen many and many a day when the New Skiff dared not show her prow between the Point of Feather and the Island, much less make every port of call between Portugal Cove and the Out-Harbors. The advertisement does not specify where the limit to the Out-Harbors existed. Did they include the Northern and Western Out-Harbors, as now performed by the Prospero and Portia, as well as several other steamers, and did Mr. Dooly and his six stalwarts on their oars guarantee to land them in any portion of the Island with his famous racer—the New Skiff?

#### EARLY CONCEPTION BAY SERVICE.

However, I have a very hazy recollection of having heard the old folks tell about Mr. Dooly having something to do with conveying freight and passengers between St. John's, via Portugal Cove and ports in Conception Bay. I should imagine that the New Skiff would not be patronized to any great extent, more especially by passengers in the month of

April and the fall of the year, and many of them who risked the run must have often had wet jackets. I have no idea what became of the New Skiff and Mr. Dooly's six merry men, but I was acquainted with his daughter, who, for many years, was in charge of Toussaint's Hotel at Harbor Grace. As far as I can learn Mr. Dooly and his New Skiff were, at least officially, the pioneers in this branch of industry and enterprise, at least, in Conception Bay, and I do not suppose he was subsidized by a Government grant.

#### THE ADVENT OF THE SAILING PACKET.

Some years afterwards we had several schooners engaged in this important line of business, and they also brought mails and passengers to and from the outports and St. John's via Portugal Cove, and of course, this system was a great improvement upon the New Skiff, with her six oars and guaranteed quick passages. The names of those schooners were the Express, Capt. Drysdale, later Postmaster at Harbor Grace. He was succeeded by Capt. Archer, Bear's Cove, and Capt. Joseph Pynn. The Express ran between Harbor Grace and Portugal Cove. The St. Patrick, Capt. Edward Phelan, also ran between the above ports. The St. Patrick struck the east end of Bell Island, during a gale of Southerly wind and was lost with all hands. Capt. Phelan's son did everything possible to prevent his father from sailing, but could not move the determined old skipper, and thus found a watery grave. I did not remember the St. Patrick, but I was well acquainted with the Captain's sons and daughters and a handsome and intelligent family they were. The Nora Creina plied between Carbonear and Portugal Cove, and was in charge of Capt. Doyle, a rattling Irishman living in Carbonear. His descendants are still there, prominent and respected citizens. He afterwards had a schooner called the Native Lass, which was also engaged in the service. There was also the Rapid, built by the famous Curries of Salmonier, (who by the way also built the Michael Anthony Fleming, called after the illustrious prelate the fourth Bishop of St. John's, and which plied for many years between Waterford, Ireland and St. John's. Many of the Irish youngsters came to our shores by the Michael Anthony Fleming.) Curries built the Rapid under contract for the wealthy schooner owners and seal-killers of Brigus. She was in charge of Capt. Antle, a veteran skipper, and admitted to be one of the most seaworthy and practical seamen in the Island. There are many of his descendants in Conception Bay, and I think, in St. John's. Any letters brought to St. John's by either of the schooners were quickly delivered, and any letters from St. John's to Carbonear were left at Andy Quirk's, Water St., this city, and for Harbor Grace all letters were left at Fox and Hearn's. Capt. Phelan always made his headquarters at St. John's at old Mrs. Foley's on the Beach, where all letters, parcels, etc., would be left for him.

#### THE COMING OF STEAM.

And now comes a new era. On the advent of the steamer Ellen Gibson the schooners had to give way. The service was performed for a number of years by this steamer under command of old Capt. Joseph Pynn, a cousin of Sir Henry Pynn, knighted upon the field of battle during the Peninsular War, in the days of Napoleon. He was also appointed Governor of the Spanish city of Valencia. It became necessary to procure a more suitable steamer, and the merchants of Harbor Grace, placed the Lady LeMarchant on the Bay, with the promise that she was to make one trip round Capt. St. Francis to St. John's, every week. During the summer months the late venerable Mr. William Coughlan and his well-known coaches ran between St. John's and Portugal Cove, and during the winter months he made three trips overland (and sometimes over the ice in Conception Bay) between St. John's and Carbonear. The history of Mr. Coughlan's experiences would, if written up, fill a very respectable as well as a highly interesting volume. In fact his son, John, the present enterprising and trusted Courier of His Majesty's Mails in this city, can relate adventures and escapades during his own day, that would seem more like romance than reality, only that I know all about them. Mr. John Coughlan during his early days had many adventures and hair-breadth escapes while running mails and passengers to and from Conception Bay as well as Peninsular. He was always a great favorite with the famous seal-killers, merchants and general public of Brigus, amongst them Capt. As. Munroe, Nath. Rabbits, Nathan Norman, etc., as well as the inhabitants along the line. He is still hale and hearty, and as punctual and reliable as ever, and long may he continue so. There is one subject of interest in connection with the Coughlan family that should not be lost sight of, viz., that during the entire course of his career, old Mr. Coughlan and his sons, conveyed many hundreds of thousands of pounds from the Union and other Banks in St. John's to the merchants and others in Conception Bay, during the spring and fall of the year, and never was it known that the same

agers of the Banks asked him for a receipt of the valuable packages, and never was it known that either of them lost a five cent piece during their lengthy career.

#### THE "LIZZIE" and "LADY GLOVER"

At the time the Lady LeMarchant was employed, the steamship Lizzie was in course of construction in Nova Scotia, the late Mr. George Makinson having the contract to run the mails and passengers between the various ports in Conception Bay and St. John's. The Lizzie performed the service satisfactorily for about ten years, when she was superseded by the splendid and well-built steamship Lady Glover, which was specially built for the service in England, and came to the country under the command of the well-known master mariner, Capt. John Barry, a native of Tramore, County of Waterford, Ireland, and brother-in-law of the famous shipwright Mr. Peter Saunders of St. John's. After a comparatively few years the Lady Glover had to fall back before the shrill whistle of the locomotive in 1884. The extension of the railway North and South revolutionized the entire service. With one mighty bound the service that took six or eight weeks to perform is now performed in a couple of days.

Thus it will be seen that from a very small beginning, viz., the guarantee of Mr. Dooly, of Portugal Cove, to provide suitable accommodation and quick passage for passengers and freight, the New Skiff being propelled by six oars, we have to-day, owing to the progressive policy of the great Liberal Chief, Sir W. V. Whiteway, almost daily communication throughout the Island.

I may take up this subject again later on.

#### Annual Meeting

##### Wesley A. B. C.

The annual meeting of Wesley Adult Bible Class was held on Thursday, April 8th, at 8 p.m. The President's, Secretary's, and Treasurer's report showed that the class is going ahead rapidly. Rev. W. B. Bugden, B.A., conducted the election of officers, which resulted as follows:—  
Leader—Benj. Taylor, re-elected.  
Asst. Leader—F. G. Chislett, re-elected.  
President—J. K. Hudson, re-elected.  
Vice-President—A. Falkner.  
Secretary—Jack Hudson.  
Treasurer—W. Lovey, re-elected.  
Librarian—A. Waterfield.  
Organist—Miss G. Nicholle, re-elected.  
Property Manager—E. N. White, re-elected.  
A hearty vote of thanks was tendered Rev. Mr. Bugden for the able manner in which he conducted the election of officers. At the close of the meeting refreshments were served.

#### Tried Them and Now is Satisfied.

##### MADAM LANDRY TELLS WHAT DODD'S KIDNEY PILLS DID FOR HER.

New Brunswick Lady Who Had Tried Other Medicines Claims She Found the remedy she was looking for in Dodd's Kidney Pills.

St. Leolin, N.B., April 9.—(Special)—Among the many women who claim they owe their health to Dodd's Kidney Pills, none is more enthusiastic than Madam Bruno D. Landry, a highly esteemed resident here.

"It is with great pleasure that I recommend Dodd's Kidney Pills," Madam Landry says. "I was ill for a long time, and nothing I took relieved me. I read often of the good Dodd's Kidney Pills did for others, but I had not much faith in them. At last, after having tried a lot of other medicines, I decided to give Dodd's Kidney Pills a trial. The result has brought me perfect health."

"If those who suffer from kidney disease will use Dodd's Kidney Pills, they will find them good and soon be convinced, as I have been, that they are the remedy for kidney diseases." Dodd's Kidney Pills are no faith cure. You don't have to believe in them to find in them the relief you are looking for. But if you ask your neighbors they will tell you out of their own experiences of the work Dodd's Kidney Pills have done.

#### A Lesson Well Learnt.

In one of the barrack-rooms in Aldershot a soldier, not having much time to dress for guard, had cleaned his boots very well in the front, but hardly at all behind. One of his chums, noticing this, said:—"Why don't you clean the backs of your boots, Ben?"

"Oh," said Ben, clapping on his helmet and hurrying out to the parade-ground, "a good soldier never looks behind."

In consequence the adjutant awarded Ben three extra parades, and a few days afterwards his chum, seeing a great difference in his boots, remarked:—"I thought a good soldier never looked behind, Ben?"

"No," said Ben, "but the blooming adjutant does."



#### SUNLIGHT IN THE MORNING, SUNLIGHT ALL THE DAY.

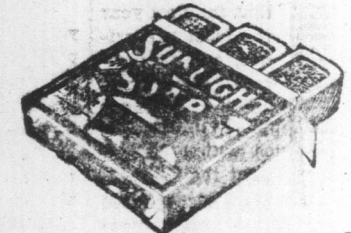
**START** washing-day well with Sunlight Soap. Have the clothes on the line early, and the meals ready to time. The afternoon is then yours to spend at your own sweet will.

Pleasure follows in the wake of efficient work. With Sunlight Soap the housewife does her work most efficiently, most easily. There is no mystery. You get out of soap just what the makers put into it. The cream of soap materials go into Sunlight Soap.

The Sunlight environment is in keeping with its mission of cleanliness and efficiency—no soap is better fitted to serve the British housewife than Sunlight Soap. Prove this to-day.

**£1,000 Guarantee of Purity on every bar.**

The name Lever on Soap is a Guarantee of Purity and Excellence.



## SUNLIGHT SOAP

LEVER BROTHERS LIMITED, PORT SUNLIGHT, ENGLAND.

## The Flesh Pots of Egypt

Make no appeal to the man, woman or child who once uses Del Monte Quality Foods.

Peaches, Apricots, Pears, Plums, Pineapples and Jams may be obtained under the Del Monte Quality Brand.

Peas, Beans, Asparagus, Sydnia, Tomatoes and lastly Baked Beans are also put up under the Del Monte label.

Del Monte is the open sesame to perfection in canned foods. Try Del Monte Baked Beans and be convinced.

Send to the address below for a copy of "Del Monte Recipes of Flavor"; it's a fat page book which you get FREE.

Don't forget to buy a 21 ounce can of Del Monte Beans, 20 cents per can at your grocer's.

**California Packing Corporation,**  
Department E,  
San Francisco, California.

#### The First Tea-Cups.

Even after tea was introduced into Europe, and had come into general use tea-cups were scarce. At the same time coffee was introduced, but apart from Constantinople the first coffee cups in Europe date back only as far as 1645 in Venice, 1660, in Paris, 1653, in London and 1694 in Leipzig. From the first, however, the conventional oriental coffee cup, without stem or handle, was little used. The Chinese tea-cup was used for the coffee, and decorated as such.

most of porcelain were undoubtedly introduced into Europe in the Middle Ages, yet not till the sixteenth century were cups imported from China, in any great quantities, and even then it was the drink of the rich. Most of these found their way back to China again, as collecting porcelain is a hobby that there, and high prices are paid for good specimens. The collection of Chinese porcelain, if only the greatest specimens are desired, involves a knowledge of the history and the art of the Chinese, and the Chinese tea-cup was used for the coffee, and decorated as such.

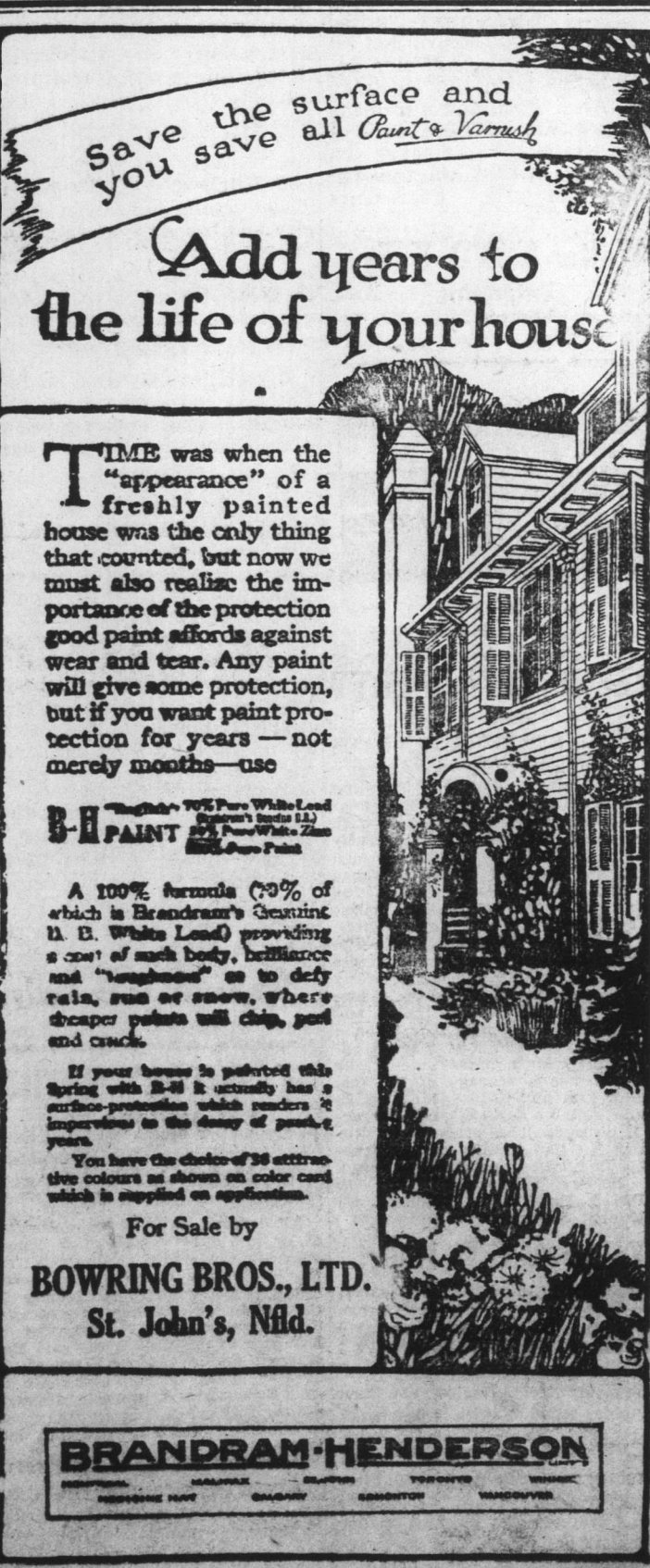
#### FADS AND FASHIONS.

Check leathers are preferred nowadays for day wear. Afternoon dresses are a little longer than usual. There is more and better showing on clothing.

**THE NEW FRENCH REMEDY, THERAPION No. 2, THERAPION No. 3.**  
No. 2 for Rheumatism, No. 3 for Gout and Gravel. Price 2/6 per bottle. Write for details to THE FRENCH REMEDY CO., 10, Abchurch Lane, London, E.C. 4.

Save the surface and you save all Paint & Varnish.

## Add years to the life of your house



**TIME** was when the "appearance" of a freshly painted house was the only thing that counted, but now we must also realize the importance of the protection good paint affords against wear and tear. Any paint will give some protection, but if you want paint protection for years—no matter months—use

**B-H PAINT** (White Lead or Zinc Oxide Base)

A 100% formula (70% of which is Brandram's Genuine B-H White Lead) providing a coat of such body, brilliancy and "toughness" as to defy rain, sun or snow, where cheaper paints will chip, peel and crack.

If your house is protected this spring with B-H it actually has a surface-protection which renders it impervious to the danger of peeling years.

You have the choice of 36 attractive tints shown on color card which is supplied on application.

For Sale by  
**BOWRING BROS., LTD.**  
St. John's, Nfld.

**BRANDRAM-HENDERSON**  
MANUFACTURERS  
SHEPHERD WALK, GLASGOW, SCOTLAND