

GOLDEN PHEASANT TEA

is used
from
India's Coral Strand
to
Greenlands icy
Mountain.

The Barqt. "Clutha"
And Other Ships

owned by the Great Firm of John Munn
& Co., Harbor Grace.

(H. F. SHORTIS.)

By the loss of the splendid barqt. "Clutha" some months ago, the last of our famous mercantile marine, of the class, passed away. The "Clutha" was built in Ardrossan in 1881, and was therefore 42 years old. It is a ship as long as that these days, and the "Clutha" was built in the good days when everything was done to make them staunch and seaworthy. They were remarkable for their sailing qualities. She was undoubtedly the most fortunate vessel in the Newfoundland trade for many years. She was the last of the famous fleet belonging to the great firm of John Munn & Co., of Harbour Grace, when they were far the largest fish merchants in this country. It will not be out of place in this brief article to give some particulars of the magnificent fleet of foreign going vessels that this firm had from the time the John Munn started business in Harbor Grace in 1839, until the Bank crash in 1894, when the old firm had to curtail their extensive operations. It will also endeavor to give the names of the Captains, where the ships were built, and where they were lost. It is a difficult job, and I trust if I make any small error, some competent person will kindly rectify it. More especially some older man in Harbor Grace.

The "Clutha" was brought to this country by Capt. Henry Bailey in 1881, and I may here mention that he had on board that ship in Brazil in 1884. He made some very quick passages in her, and so did Capt. Joyce, who sailed her in 1896, and ran her with Capt. & Monroe until 1915 when she was purchased by Crosbie & Co., who were the owners up to the time when she was lost. She will always be associated with Capt. Joyce, who sailed her for 30 years without a mishap or any damage to her cargo. Capt. Joyce was a most popular commander, and no greater proof of this can be given than the fact that he had a man, as one of his crew, without a break, for over 21 years. There is a record in our mercantile marine, and perhaps he like has never occurred—in any part of the world. At least I knew the man well. I cannot think of his name, but Capt. Joyce, of course, knows that what I here state is correct.

John Munn & Co. had several other vessels built from 1842 to 1846 by Andrew Hall & Co., of Aberdeen, Scotland. They were famous Aberdeen clippers that won renown for our Newfoundland Mercantile Marine in all parts of the world they visited. John Munn & Co. had scores of English vessels (as well as several Spanish) every year loading at Harbor Grace and Labrador. They must have had hundreds of vessels going to the sealfishery during their mercantile career, as well as the steamships Commodore, Vanguard, Iceland, Greenland, Mastiff, Ellen Glasgow.

The barque "Queen" made two remarkably quick passages to Brazil in 21 days, once with Capt. Bailey, and once with Capt. John Munn. In 1858 she made the round trip from Harbor Grace to Brazil—discharged her fish cargo, loaded sugar, which she delivered at Liverpool, England, in 71 days from the time she left Harbor Grace. Magistrate Square of Channel was Chief Officer with Captain John Munn in the famous old "Queen," which was built by Newhook of New Harbor.

The barque "Fleetwing," also built by Newhook, accomplished the run to Brazil in 21 days, and I know of a few other ships that performed the same quick work; and there were several vessels, both in St. John's and elsewhere, which made the run in 22 and 23 days. Capt. Jenkins in the brig "Valiant," owned by P. & L. Tessier, made the run to Pernambuco in 21 days, and Capt. Day in the brig "Jura," also Tessier's, in 53 days on the round trip. Capt. Richard Harvey in the barque "Camilla," also of Tessier's, made the round trip in 59 days.

The first vessel John Munn & Co. started with was called the "William Johnston," in compliment to old Mr. Johnston, senior partner in the time-honored firm of Messrs. Balne Johnston & Co., still flourishing amongst us with all the vigor of over one hundred and forty years behind it. Hon. John Munn, founder of the old firm of Puntun & Munn, afterwards John Munn & Co., was for several years employed in the office of Balne Johnston.

ston & Co. previous to his starting business with Captain Puntun in 1839, and the two firms still sport the house-flag of the "Blue" and "White," and long may it float at the masthead of the ships of the two firms. I think the next vessel Puntun & Munn had was the "British Queen," to commemorate the year Queen Victoria ascended the throne of Great Britain.

MUNN'S FLEET OF FOREIGN-
GOING VESSELS.

1851, William Johnston (called after senior partner in Balne Johnston & Co.), 1857, British Queen, built at Aberdeen, 1858, Norval, Aberdeen, lost 1848 at Orkney Isles, Scotland. 1844, William Puntun, Capt. Pitt, Aberdeen, sold in Liverpool. 1845, Naomi, Capt. Cunningham, built at Hr. Grace. 1847, Arabella Tarbet, Kearney, Hr. Grace, lost in 1854. 1847, Clutha, Cunningham, built on Beach, Hr. Grace. 1854, Rotheray, Capt. W. E. Taylor, Hr. Grace, went ashore at Western Bay, Bay de Verde, was got off, repaired, and made a brig, called the Terra Nova, and was lost in Indian Tackle in the great gale of 9th October, 1857, under command of Capt. John Kehoe. The Naomi, Arabella Tarbet, and Rotheray were built by the great builder, Michael Kearney, at the junction of Victoria and Water Streets, Harbor Grace, and were launched across the street into the waters of the harbor. The Arabella Tarbet made the run from New York to Harbor Grace in 7 days with a cargo of flour. She was commanded by the famous veteran, Capt. Richard Kearney, brother of the builder and father of Mr. Richard Kearney, cooper of this city. The Rotheray was launched at Harbor Grace on January 21st, 1855, and the Naomi was lost at Outer Cove, on January 18th, 1853, one body was recovered. The Esther Ann, Captain Smith, England, lost 1858; Topsy, Capt. Duncan Munn, Nova Scotia, 1855; Darlings, Capt. Gowas (called after Governor Darling, whose niece married Harrison Ridley), lost at Cape St. Francis, Queen, Capt. John Munn, condemned at Gibraltar 1858; Eliza, Capt. Tucker, P.E.I., lost at Petty Harbor, 1860; Baccallien, Capt. Wm. Gordon, built at Bell Island, Conception Bay, by Kent, as were the Belinda, Bonavista, and Princess—the latter I remember being repaired on Point of Beach in Hr. Grace, lost at Labrador 1857; Terra Nova (formerly barque Rotheray), Capt. Kehoe, lost at Labrador 1857; brig Scotia, Capt. Bursell, Nova Scotia, lost with all hands 1868; Glenagarry, Capt. Hanrahan, Nova Scotia, lost at ice 1878; Capt. John Keefe was master. One year in early seventies the Glenagarry (brig), Capt. Hanrahan, was one of the few vessels that arrived safely from the Mediterranean. She was 110 days from Cagliari, Sicily, and she had one of the hardest crew that ever manned a ship, otherwise she would never have seen Newfoundland, brig Bella, Capt. Wm. Hennessey, Nova Scotia, lost 1873. Capt. Hennessey once made the run to Oporto in 8 days, and had to run over the bar during a gale, to the amazement of the Portuguese, who expected her to be swamped. It was a wonderful escape, but Capt. Hennessey could do nothing else, and the escape was miraculous; 1860 barque Fleetwing, Capt. Bailey, Green Bay, condemned 1873; Java, Capt. Alex. Parsons, Nova Scotia, lost at West Indies, 1872; 1872, brig Trinity, Capt. Robert, Eridon, England, sold 1895; Charles W. Oulton, Capt. Layton, Nova Scotia, lost at St. Mary's Bay, 1889; 1876, Arctic, Capt. Foote, New Perlican, lost at West Indies, 1889; 1877, Bonita, Capt. Hutchings, Nova Scotia, lost 1882; Pet, Capt. Michael Collins, lost 1889; Gipsy, Capt. T. Alcock, lost 1880; Highflyer, Capt. Pike, lost 1882; Flora, Capt. Jos. Pike, lost at St. Pierre, 1906 (Cape Pike was not master when she was lost, I think); 1881, Clutha, Capt. Joyce, Ardrossan, lost 1923; Keatrel, Joseph Taylor, English, still afloat; Roseyear, Capt. M. Parsons, English, lost.

Of course this list does not include the hundreds of vessels that prosecuted the Labrador and sealfisheries during the long business career of the great firm of Puntun & Munn, afterwards John Munn & Co., and I know, I have missed many of the foreign-going vessels in the list. To give some idea of the extensive business carried on by the firm, from 1871 to 1894 (the year of the crash), the average amount of codfish shipped

from Labrador alone by the above firm was 178,000 quintals, besides thousands of barrels of herring.

Says Bellew-Lied
About the Labrador

NEWFOUNDLAND MINING ENGI-
NEER ALSO CHARGES THAT
GOLD SAMPLES WERE
"SALTED."

(Canadian Mining Journal.)
Last winter the Labrador stock-
jobbing campaign was preceded by
preparatory paragraphs in the daily
papers, making the public ready for
the having advertisement that was
to follow. Immediately these para-
graphs appeared, the Canadian Min-
ing Journal got to touch with a well-
known mining engineer in New-
foundland, and on the cable of the
information he supplied exposed the
whole infamous project. Recently we
asked this same authority for the
facts as determined during the past
summer, and he has replied as fol-
lows:

"While I did not go to Labrador
myself, I have interviewed all the
retained prospectors, with the result
that there is no question that the
whole thing was one of the most bare-
faced swindles in my experience of
mining."

"The original discovery by Bellew
was a fake."

"The reported discovery of the
Stanley May party was due to the
salting of the samples taken. The
opinion of Capt. Jeffreys is that the
salting was done after the samples
reached Montreal."

"Mr. Caspary, who accompanied the
Jeffreys party this summer, coming
from California to do so, stated that in
his opinion there was not a colour of
gold within fifty miles of Big Brook,
Stag Bay, where the supposed dis-
coveries were located. Mr. Wilson,
of Timmins, said the same, as did also
Captain Thompson, of Liverpool, Eng-
land."

"Capt. Jeffreys is firmly convinced
there is no alluvial gold on the Lab-
rador. Fred Chambers, who is a pro-
spector of many years' experience and
who took a party from St. John's,
made the same statement."

"Furthermore, all these men stated
the coast for many miles and consti-
tuted entirely of detritus from granite;
that the formation was all glacial on
that the reported black sand was
ground-up horn-blende; that for
thirty miles back from the coast no
other formation but granite was en-
countered. All these men were very
independent over the whole thing."

"In my opinion responsibility for the
hoax rests primarily upon Bellew,
who unquestionably lied. In the second
place it rests upon the Stanley
May party, who, in spite of having an
experienced engineer with them, al-
lowed their samples to be salted. I
believe no blame attaches to Mr. May,
who was convinced that gold was
there, probably in paying quantities.
In the third place, the Newfoundland
Government should be severely cen-
sured for not sending a competent
man to investigate the alleged dis-
covery as soon as it was reported."

"How do you manage to remember
everything I tell you so well, Mary?"
inquired her employer the other day.
"I'll tell you, ma'am," Mary replied.
"All me life neter a lie I've told. And
when ye don't have to be taxin' yer
memory to be rememberin' what ye
told this one or that one, or how ye
explained this or that, ye don't over-
work it and it lasts ye, good as new,
for ever."

Corns



Just
Say
Blue-jay

The simplest way to end a corn is
Blue-jay. Stops the corn loosen-
ing instantly. Then the corn loosens
and comes out. Made in clear
liquid and thin plasters. The
action is the same.

At your druggist

BILLY'S UNCLE

If You Don't Believe Billy Ask the Alligator.

BY BEN BATSFORD.



If You must have BORAX SOAP
Take care to get

TIGER BORAX SOAP

Which is made in England
by the long established reputable firm
of Hodgson & Simpson, Ltd.
TIGER BORAX SOAP
will not injure
Your hands or clothing.

A Startling
Screen Production

"RICH MEN'S WIVES" A NEW TYPE
PLAY.

"Rich Men's Wives," a Preferred
Picture, has been selected by the
Nickel Theatre for its principal at-
traction to be shown soon. Advance
information declares that this play,
a new type of drama, turns the calcium
on the social butterfly in much the
same manner a scientist would use
a microscope on the winged species.
When H. P. Schubert, president
of Preferred Pictures, Inc. decided
to produce this story—inspired, it is
said, by the unhappy revelations re-
cently in one of America's leading
families—he chose Gasnier, maker
of "Kismet" and other big pictures,
to direct it. Then, having obtained
Gasnier, he went seeking for a cast
capable and popular. For his prin-
cipals, he selected House Peters, Claire
Winson, the reigning beauty of the
screen to-day, Baby Richard Head-
rick, the unforgettable child artist;
Rosemary Theby, Gaston Glass,
Myrtle Stedman, Charles Clay, Mil-
red June, Carol Holloway, William
Austin and Martha Mattox.

"Rich Men's Wives" is an original
story, written by Frank Dasey and
Agnes Christine Johnston. It was
adapted to the screen by Lois Zellner
and is being distributed by the new-
ly formed Al Lichtman Corporation.

A Specialist's Advice.

In matters of investment you should
always seek the advice of one whose
knowledge and experience qualify him
to advise you. Your income from sav-
ings properly invested should be as
large as is consistent with safety. I
specialize in safe investments yielding
from 7 per cent to 10 per cent. If you
have funds invested at lower yield, I
will pay you to consult me. RICHARD
C. POWER, Investment Specialist,
Bishop Building, St. John's—esp121,1

Alice Foote McDougall's NEW YORK

'BOWLING GREEN'

The most perfect ROASTED
COFFEE ever imported heer

IF YOU LIKE COFFEE

"Bowling Green" will be a revelation to you

New Cod Fishing
Bank of Labrador

Ottawa, Oct. 1.—The discovery of
a new fishing bank, 300 by 80 miles
off the coast of Labrador, is reported
at the Department of Marine and
Fisheries. This fishing ground,
which it is stated abounds in cod and
halibut, is expected to prove a valu-
able addition to the already known
fishing banks. The depth of the
water is 35 fathoms, and the same
soundings, varying but little, were
prevalent over a large part of the
bank. The exact location has not
yet been made known.

Angola Rich in Diamonds

Lisbon, Oct. 3.—The diamond fields
of Angola, Portuguese West Africa,
have been developed to such an ex-
tent that the Angola colony is now
considered to be the fourth diamond
produced of the world.

The German Case

Springfield Republican: Although
the surrender is unconditional, Ger-
many expects and has been given
reason to expect that abandonment
of passive resistance will clear the
way for negotiations, and in the
event of undue delay it might be dif-
ficult to guarantee continued good
order, particularly of the delay were
to be accompanied by a continuation
of the propaganda for a separate
Rhenish republic which has been
greatly intensified of late. To avert

If possible this danger was presum-
ably one of the motives of the German
Government in yielding: instead of
holding out to the bitter end, and diplo-
matically one of the first tasks must
be to do what it can to head off this
danger. Here it is not wholly with-
out support, since the British do not
care for such a revival of the Napol-
eonic system, and even Belgium, while
it has supported France in a tempo-
rary occupation of the Ruhr, dislikes
the Rhineland project.

If Wishes Were Horses

Daily Mail: The time has come for
a sober, prudent foreign policy, which
will think first of British interests
and not be ready to sacrifice them for
any fad or fancy. We need, in fact,
such a foreign policy as marked Lord
Salisbury's administration of our af-
fairs twenty-five years ago—a policy
which seeks to create friends and
to strengthen old ties, instead of sev-
ering them.



KODAK ALBUM

You'll enjoy all over again the week-end trip, the
summer vacation—and the fun you have just
around the house, as well—when your prints are
stored, safe, clean, and in order, in a Kodak
Album. Precious now, your Kodak Album will
be priceless later.

At our Kodak counter you're sure to find an Album you
will like. We have open and closed back styles—most
of them loose-leaf so additional pages can be inserted—in a
variety of attractive cover designs. A complete stock.

TOOTON'S, The Kodak Store
309 WATER STREET.