

## Fire Insurance.

### National Benefit Assurance Company of London, England.

Risks taken on all classes of property at lowest rates.

**Henry C. Donnelly,**

General Agent for Newfoundland, Board of Trade Building.

June 6, 1919, ed. 19

## From Out the Storied Past.

BUSINESS 100 YEARS AGO.

(H. F. SHORTIS.)  
ARTICLE XIX.

In the last article we made a mistake, owing to the wording of a sub-headline, which was misleading, and would make it appear that seals were sold in those days at so much for a quintal, whereas they were sold at 6½, 7½, and 8½ for each pelt. In the year 1841, the seals brought in were so small in size that the year has ever since been known as "the Spring of the Cats." Many years in our history are known by some such title, owing to some particular event having taken place. For instance, we have had (and they were quite familiar to me in my boyhood-days, as the old planters and seal-killers always quoted them when relating any particular event, as so many years before or after the Spring of the Wadhams) such Springs as these: the Spring of the Sheets (the ice being in large hard sheets), the Frosty Spring, the Spring of the Cats, the Spring of the Great Gale, the Spring of the Cobblers, the Green Bay Spring, and later on the Spring of the Greenland Disaster, the Spring of the Newfoundland Disaster, etc. The year after the Spring of the Cats (1841) the merchants decided to purchase the seals by weight, at so much per cwt., as it exists to-day. In 1842, the cargo of seals brought in by Capt. Ned Purcell in the brig, John & Rachael, was the first sold by weight. She was owned by Mr. Wm. Walsh of the Beach, St. John's. It may not be generally known that in our early days the seals were brought in round, that is, not sculped, but this method was abolished owing to an accident which all but proved fatal to all on board a little schooner Skipper Grant of Salmon Cove, Bay de Verde, was sailing up the Bay with a good trip of seals, when the little vessel was struck by a sudden squall, which threw her on her beam ends, and the seals shifting she turned turtle and all hands were thrown into the water. They managed to hold on to

from that year until 1852. She was lost with all hands on a voyage from St. John's to Cork. She was under the command of Capt. Hunt of Bryant's Cove, and I was well acquainted with his children, and some of his descendants are still in the country. Capt. Stephenson was a native of Southampton, England, and I think I am safe in saying he was in the British Navy in his early days. His son John was also a famous master-mariner, seal-killer and shipbuilder. He built the brig Louisa & Frederick, Elizabeth & William, Greyhound, and he purchased the brig Emma at Prince Edward Island. The Emma was lost in Boston Bay, with all hands, in 1814, in a collision with another vessel, which was supposed to be under the command of Capt. Houlihan. The Emma was overloaded with coal, having a considerable quantity on deck. She went down like a rock. Charles Pike was master, and Frederick Stephenson, the captain's son, was mate. A few years after his failure old Captain Wm. Stephenson removed from Twillingate to Harbor Grace. It is said that Capt. John Stephenson took charge of his father's vessel when he was only 16 years of age. I mention these facts about Twillingate because it goes to show that Trinity, enterprising and prosperous as it undoubtedly was in those early days, was not alone in the shipbuilding industry, nor did her master-builders put out of hand such large ships as the Invulnerable, and she must have been a substantially built vessel to run for so many years. It is remarkable how prone the English firms were in crushing out our Newfoundland merchants as I have shown by the manner they treated Capt. Stephenson, and in my next I shall show up how they treated the great firm of Thos. and Hugh Danson. But we must allow Mr. Kelson to continue.

### General Fishery Matters.

TRINITY, May 26th, 1811. The same wind which prevented the Hope from sailing on the 24th was favorable for the Alpha's going up the Sound, and I have the pleasure to say that she was sent entering the mouth of it the same evening, and yesterday the wind was fair all day so that I have not the least doubt but that she is now safe arrived at the place where the lumber and firewood are. There is not the least fear of her having a good time down again as soon as loaded. The Gallopier, which as I have before stated sailed last Sunday for St. John's, did not reach that place until the Wednesday following. This I find in a few lines, in haste, from Messrs. Hart & Co., dated 22nd May: "The fish by her is sold at 22½ per cwt., notwithstanding a great deal has lately been bought and even this day for 21½. Had it been inferior quality we could gladly have taken it ourselves—as we shall the little cullage there may be. The boat is nearly discharged and we shall write more fully

## T. J. EDENS,

151 Duckworth Street.

Friday, June 20, '19.

100 barrels

**Robin Hood Flour.**

VICTOR FLOUR in 14 lb. sacks.

**KIT COFFEE.**

Small and large bottles.

**CREAM OF WHEAT.**  
**SCOTCH OATMEAL.**  
**ROBINSON'S PREPARED BARLEY.**  
**KNOW'S GELATINE.**

Accumulated and Sparkling.  
**PRINCE ALBERT TOBACCO.**  
**PRINCE'S NIGHT LIGHTS**  
**CARIBBEAN CANDLES.**

By Steamer from N. Y. to-day:

**CAL. ORANGES.**  
**CAL. LEMONS.**  
**TABLE APPLES.**  
**BAVANAS.**  
**GRAPE FRUIT.**  
**CABBAGE.**  
**TURNIPS.**  
**PARSNIPS.**

30 crates ONIONS.

**WELCH'S GRAPELADE.**  
(A Pure Grape Jam.)  
**WELCH'S GRAPE JUICE.**  
(All sizes.)

**CEYLON TEA,**  
Gold Tip.

50c. per lb.

5 lbs. at 45c. lb.

## T. J. EDENS.

151 Duckworth Street.

(Next to Custom House.)

that the little crew of this vessel behaved most gallantly fighting the American for three quarters of an hour, and although cut almost to pieces and many men killed and wounded, never struck or surrendered.

June 11th, 1811.

This with copies of my letters Nos. 9 and 10 I send by a boat for Bay Verde and will, I hope, reach that place in time to be forwarded to Carbonar, to go by a vessel which I understand is to sail in a few days from thence direct to Poole. We have begun discharging the Active, and Capt. Pratt who is acquainted with his destination, is in high spirits and does not entertain the least doubt (although unacquainted with the coast) of finding out St. Andrew's and making a quick trip. I have again written Messrs. Parker & Knight, informing them of my determination and requesting every information and advice on the subject, the customary time and mode of payment, the time the voyage will most probably take, etc., and shall hear from them before she sails. Fish is just beginning to make its appearance. The Falcon is now nearly loaded and will sail in the latter part of the week direct to Poole, without convoy, as there will be none appointed until the middle of July. Her cargo will be 21 tons Virgin or pale seal oil of the best quality and about 24 tons of melted seal oil, 2 hds. train oil, 1½ tons oil dregs, and 4041 seal skins besides a hundred or two more to collect and a few calveskins and cow-hides already on board. I am sorry to say that the prospect for fish is at present rather unfavorable, and very little have yet been taken.

Doubts Wellington's Victory.

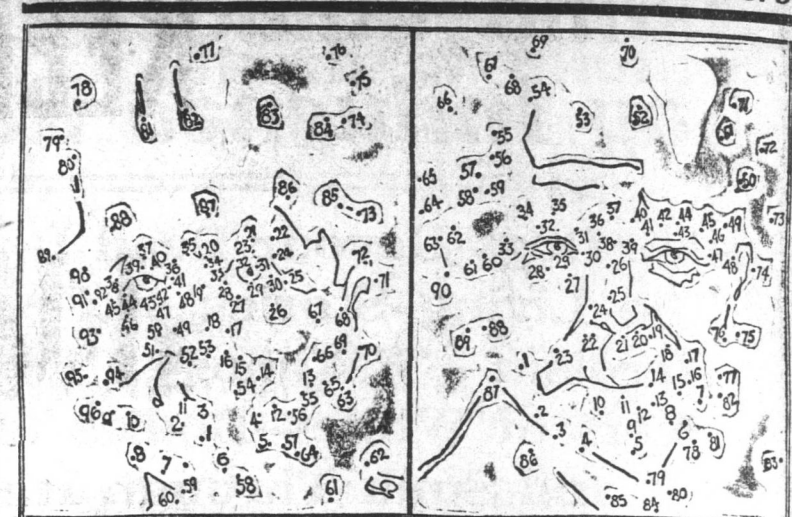
June 20th, 1811.

I yesterday received a letter from Messrs. Parker & Knight in answer to one I wrote them concerning sending to St. Andrew's for lumber. They state it to be the best place to get boards and also as always having a great variety of spars and ton-timber, which can be procured from Messrs. Robert Pagan & Co., who are indefatigable in giving despatch. They conclude with saying there will not be any difficulty about the payment only to send their letter, and give the master directions to draw for the amount, which they always prefer in Bills payable in London. I intend to follow this plan and should Capt. Pratt draw on you, you will please give his draft due honor. I am informed that by papers received at St. John's from England on the 21st May, that it was the general opinion in that country that Lord Wellington had defeated Massena with great slaughter, after 3 days hard fighting. I hope this may be true, but I very much doubt it. With the supplies this year I am very well pleased, and sincerely hope that the steps I have taken with regard to the vessels will not meet your disapprobation nor turn out in any way disadvantageous to the trade. We had not time to fix top-gallant cross-trees, etc., as it will be high here, and Bonaparte, perhaps, much sooner than expected send an overwhelming force into Spain and Portugal, which I am of opinion will ultimately be the case, but without risk trade cannot exist. I lately received a letter from Mr. Thomas Slade, enclosing one from you per George, which vessel he informs me arrived at Twillingate on the 23rd June.

## FAMOUS FOLKS

IN FIGURES—Who Are They?

\$510.00 Cash Prizes for Best Answers



LASH OF CHARM (trace from 1 to 96) GO VALID GLORY DEED (trace from 1 to 97)



ROOL WIDOW SNOW (trace from 1 to 85) DONT BE SORE RIBBER (trace from 1 to 87)

THE above four diagrams represent incomplete pictures of four of the world's greatest men—men you read and hear about every day of your life. Complete the four pictures by tracing from number 1 to 2 to 3 to 4, and so on until the pictures are finished and the faces of these great living men will be revealed to you so that you should quickly recognize them. Can you make them out?

Below each picture in jumbled letters is the correct name of the great man represented in the diagram above it. Unscramble the letters of his name so that you can correctly name him. In the next column will be found a list of a few of the world's outstanding great men. This list may prove of service to you.

The best completed pictures with the names correct can win \$100.00 in cash. The completed pictures must be clipped from this paper and attached to a separate sheet containing the names of the great men represented by the diagrams, together with complete name and address of contestant in the upper right-hand corner of paper. The following Grand Prizes positively awarded:

1st Prize,	\$200.00
2nd Prize,	\$100.00
3rd	50.00
4th	25.00
5th	15.00
6th	10.00
7th to 28th, each	5.00

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Famous Folks Competition  
Continental Publishing Co., Ltd.  
Continental Bldg., Dept. 438, Toronto, Ont.

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From Out the

Storied Past.

(Continued from 8th Page.)

Michael Bushell of the Gannet complains much and refuses to go fishing in a large skiff I had provided, because she is rather old, but this has not prevented her being sent out, and which makes the 3rd boat, and I insisted on his going in the bait skiff which he does. Capt. Hamon and part of his crew I have fixing the rigging for the new schooner and the invalids get better. I shall put them to make the sails for her as we have canvas sufficient and if you should send them out ready made, ere you receive this according to my list of wants sent you per Falcon, they will do for the next schooner afterwards. I have not received the tea yet. There are no opportunities to or from St. John's at this season of the year, but in the last letter I received from Parker & Knight, dated 3rd inst., they say "yesterday we received a letter from Mr. Slade

knock off the Cosmopolite, after her first trip, for that purpose. I have had an opportunity of conversing with several people from thence, who came here for freight goods and who have been in the habit of carrying the fish to St. John's, and some of them have promised to call in here with their first fish and to give me the preference. Neither do I think it will answer to send the Gallopier round such distance, being so small, and I shall want her in this neighborhood, but perhaps I may be able to spare her to make a trip to New Harbor, where the planters, I find, are independent and only one Home (Mr. Garland's) to supply them. The Cosmopolite sailed for the French Shore well fitted out in every respect and with a capital crew, on the 16th of June, and I hope will return loaded in a fortnight's time at farthest. Sleat & Read have two schooners gone to the same place, having hired one for that purpose in room of the Trinity ice-hunter lost in the Spring.

Trade Difficulties.

I have not been without having 5 or 6 hands and sometimes more, on the sick list for some time past. C. Christian, Pratt's mate, was unable to go with him and is not well yet. I was obliged to send Cutter belonging to the Alpha in his stead. Josh Tilly, also of the Alpha, in assisting to load the Falcon, injured his back so much as to be under the doctor's hands ever since, and is only able to assist us a little in the sail loft, and

(Continued on 9th Page.)

## New Goods

Ex "Matilda Weems."

Just received in stock:

Texas Onions.	Lemon Pie Filler.
California Oranges.	Orange Powder.
Fresh Tomatoes.	Lemonade Powder.
Grape Fruit.	Southwell's Lemon Crystals.
Lemons.	Strawberry Jam, ¼ lb. jars.
Table Apples.	Raspberry Jam, ¼ and 1 lb. jars.
Lowrey's Nut Milk Chocolate.	"Kit" Coffee Essence.
Libby's Baked Beans, 30c. tin.	Marmalade, ¼ and 1 lb. jars.
Baked Beans, 10c. & 15c. tin.	Mol's XXX 5 lb. Boxes.
	Mol's Nut Milk, etc.

**C. P. EAGAN,**

Duckworth Street and Queen's Road.

Ladies' Tan Vici Kid High Lace Bo

Ladies' Tan Calf High Lace Bo

Ladies' Black Vici Kid High Lace

Ladies' Gun Metal Kid High Lace

— ALSO —

Ladies' Grey Vici Kid High Lace

"A regular beauty

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## "INFINITE VARIETY"

## B-H "ENGLISH" 70% Pure White Lead 30% Pure White Zinc 100% Pure Paint

Nature's variety finds in the B-H "English" line an almost equal variety of colors for every possible situation.

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In enduring quality, in permanence of color, in covering capacity B-H "English" Paint is pre-eminent. The coat is tough and elastic (thus contracting and expanding with the wood under extremes of heat and cold; it will not chip, crack, nor scale off. Apply it according to the directions upon the can. It lasts for years and will keep your house looking young.

Besides the B-H "English" line, we sell special paints for barns, roofs, interiors, farm tools and machinery, automobiles, in short, a paint for every purpose, also the highest grade varnishes, enamels, stains and waxes for all uses.

"Save the surface and you save all" Paint & Varnish

**BOWRING BROTHERS, LIMITED.**

**BRANDRAM-HENDERSON**

BRANDRAM-HENDERSON

"Nature's variety with B-H quality."

12-19

Naval Engagements.

June 8th, 1811.

I am sorry to say I have this moment received an account from St. John's of an American Frigate having lately attacked a British sloop-of-war of not half her size or force, and