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## TRINITY

### ROAD CONSTRUCTION IN THE DISTRICT OF TRINITY.

I have been asked by a member of the Newfoundland Road Commission to supply him with a brief history of road construction, etc., in the district of Trinity. My forty years absence from Newfoundland has put me more or less out of touch with such work in a consecutive way; but I am giving in this article the best that I can gather, and I shall be glad if the Road Commission can find any information in it that may be useful to them. In doing this I have to repeat some few of the references that I gave in a short article on this subject nearly two years ago. A history of road making in this district (with dates) is a difficult one to write with historical accuracy. It, however, like the divisions of ancient Gaul may be divided into three parts, or grades:—(1) The track the calf made, or that made by the earliest settlers in their friendly visiting between the settlements. (2) When that track was widened to admit of a horse and cart being driven over it. (3) When men surveyed the country and changed the direction of the roads in many places; thus ending them, and lessening the grades, so as to make it possible for a horse and carriage to be driven over them.

A man once complained to an Irishman of the bad condition of a road over which he had just travelled. "Do you call that road bad?" replied the Irishman. "Bedad, you should have seen this road before two was made, and then you might have had some cause for complaint." Much of the money, and the energy that have been spent by those of the second and third stages of the history of road building, were used to rectify the mistakes made by their predecessors in office, who had followed the old Roman method of road making, and had gone straight ahead over the top of every hill, not having realized that it was the same distance around it as it was over it. The oldest reliable information re the roads and the makers thereof in and around Trinity, is contained in "the records of the proceedings of the Commission of Roads at Trinity in 1882." This Commission was made up of the Justices of the Peace, who at this time (1885), were Messrs. Benjamin Sweetland, William Kelson, George Skelton, and Thomas Drawbridge. At the first meeting of this Commission fifteen road surveyors were appointed to represent the district of Trinity from English Harbour on the east, to Kerley's Harbour on the west. "These surveyors, with the aid of the constables were to make out a correct list of all persons liable to perform statute labour on the public roads; and of the number of days labour which such persons shall be liable to perform." Then each surveyor was given a piece of road to build or repair, and he was authorized "to select and summon so many men on certain days to work on the said roads, until each and every man shall have performed his share of labour, as set forth in the lists." (See names of surveyors at end of this article.)

At this time the majority of the roads that are still used, were advanced from stage No. 1 to stage No. 2, and some to No. 3, and every road

thus laid out was given a name. Those names were given so that the Commissioners and the builders, and repairers might know definitely just what part of the highway they were dealing with. The majority of those names have long since been forgotten, and in several instances they have been unofficially replaced by other names. Thus the main road from the N. W. Arm to King's Cove was known as the Trinity road. To-day it is known to everybody as the King's Cove road. The road from the N. W. Arm going east was known as the Prescott road, to Catalina. To-day it is known as the road to Port Rexton, and thence to Catalina. All the original local names of roads in the town have disappeared, except Garland road, Church road, and High street. Garland road was opened and built by John Bingley Garland through his own private property in 1886; and as the base of a triangle it did away with the necessity of having to travel over the two sides of it, in order to arrive at the same point connecting with the Church road. The two sides of the triangle were—the road through the dockyard, and then turning to the right and connecting with the Church road, where the Garland and Church roads now connect, opposite the present Rectory gate. The standard width of the roads was sixteen feet.

Previous to the opening of Garland road, the road from one end of Trinity to the other was distinctly serpentine; going through the dockyard, and St. Paul's churchyard and out to the beach, and then to the beach. With the opening of Garland road, the road through the dockyard and the churchyard, respectively, were closed; and the Church road was continued in a straight line to connect with the road going south to St. Peter's, at the property now owned by Mr. Blackwood. To compensate Mr. Stoneman for the inconvenience thus caused to him by the closing of the road through the churchyard, the present lane running along the south churchyard fence, was opened to connect with the beach with the main road. At the same time "Grant's Lane" was widened to connect this main road with High street on the west. The road from Trinity to the N. W. Arm bridge was known as Victoria road, and began in Trinity by turning to the right on High street, opposite the old MacFarlane house, and continuing up over the hill. Another road led from Fisher's Cove up Bayly's Hill and connected with Victoria road at the top of Bayly's Hill, as it does to-day, though like the one over the hill, it is not much used now. Much credit is due to the road-makers from about 1840 to about 1900. Their work was more or less difficult, the roadbed laid down by the Commissioners years before; and it many instances it was more difficult to improve the roads, than it was to lay them out at first.

During those years, the work of improving the old roads, and opening up new ones, was carried on by Mr. William Pittman, Mr. Samuel Hussey, Doctor White, Mr. Robert Morris, Mr. Aubrey Crocker, and others; whilst Mr. Benjamin Miller, and Mr. John Hoskins were inspectors under Doctor White. Mr. William Pittman was his own inspector. During his term of office, in addition to looking after the local roads, he opened the road from Trinity to Indian Arm, and made many things possible, by putting a bridge across the upper arm of Trinity Pond.

Doctor White was appointed Chairman about 1881, and to him we are indebted for the new piece of level road, beginning at the top of Grant's Lane and leading on past Mr. Granger's property and that of Mr. Henry Hunt, and consisting of the greatest improvement, and convenience to the travelling public that has been made to our roads within the town limits. This did away with the steep, narrow road leading over the hill, and gave us a wide, level road around the hill. The doctor's action whilst doing this was severely criticized and opposed by men who should have known better. The Doctor, however, could see the end from the beginning, and in spite of the adverse criticism and opposition, he began, continued, and finished the work, for which he has had the thanks of the travelling public ever since; and if he had not done any more than that, his term of office would have been fully justified. (G. H. Cole, Esq., was the official surveyor in laying out New roads, etc.)

Doctor White, however, did much more than that, for having to go over the roads every day in his professional work, he observed their faulty condition, and instructed his inspector to carry out the necessary improvements at once. When Mr. Benjamin Miller left Trinity, Mr. John Hoskins succeeded him as the Doctor's Inspector. In 1908 they changed the course of the King's Cove road at Beaver Pond, thus shortening the road about two miles, and doing away with a hilly, rocky part of the road that could not easily be improved. This was completed under Mr. Robert Morris, who succeeded Doctor White as Chairman of the Road Board. Rosey-Cove-Hill was a most dangerous part of the road around the N. W. Arm, and the taking of the top of the hill to lessen the dangerous grade, was regarded by many as a well-nigh impossible undertaking. It was not so regarded by the Doctor, and after consultation with the other members of the Board and his inspector, he decided to do the necessary work by the aid of dynamite. It had not been used here before in road making, and no one in Trinity understood enough about it to supplant its work with safety. Mr. Peter Ploughman of Ship Cove was given charge of it, and under his supervision the top of Rosey-Cove-Hill was blown off, and much of the danger hitherto associated with its steep grade was removed for ever.

The present road from Trinity to Bonaventure was surveyed and made passable for a horse and carriage to go over; and though it is still a steady climb from hill to hill and some day will be improved, yet, Doctor White belongs the credit of placing it there. During Doctor White's term of office he shortened and otherwise greatly improved the "Crawford" road as far as Powell's Country, connecting with Princeton to the right, and going on to Shoal Harbour. Thus he advanced it from stage No. 2 to stage No. 3, and made it a good carriage road from Goose Cove, Trinity, to Shoal Harbour. Passengers for St. John's drove over it to connect with the express at Clarendville. When the Bonavista Branch Railway Line was opened, this road was deemed unnecessary, and no further grants of money having been made for it, the upper part of it is overgrown with brush; though that part leading to Princeton is still being looked after by the Road Board of Trinity. The one Road Board of 1885 that supervised the roads from Kerley's Harbour to English Harbour is now divided into seven or eight separate Boards, viz: British Harbour, Bonaventures, Trinity, Fronty, Trinity East, Port Rexton, Champneys East and West, and English Harbour. The Trinity Road Board is under the present chairmanship of Ralph Pittman, and his inspector is Mr. George H. Christian. Several distinct improvements have been made during Mr. Pittman's term of office. The roads are in good condition, and the dangerous places are well protected; and if sufficient money were available, I believe that terms would be marked with other improvements.

Whilst several of the lanes have been widened, and several of the

corners of the roads have been taken off by purchase of land from the owners; a strip of land 30 feet wide from Green's forge to Garland's house was given by Rev. George Garland, and Rev. Lester Lester to widen High street; and later, another strip was given by them to widen Dandy Lane from High street to Garland road. A road was opened from Freshwater Bridge to connect with the King's Cove road in 1894. In the interest of the public health the main sewer through the town should be cleaned out and put in working order. This is a part of the Road Board's work, for which a special grant should be made at once.

N. B.—The Commissioners of 1885 laid down the law that no new building should be erected within eight feet of any of the new roads. One man ignored this law, and began to build inside the limits. He was summoned to appear, and when he was brought to court by the constable, he was drunk. He was promptly fined five shillings for being drunk and ten shillings for contempt of court, and twenty shillings for building within the prohibited area. He paid and then went to Trinity to live.

I cannot bring this to a close without a word for the clergy as road-makers. Judging from that remarkable diary of Bishop Feild, written in 1888, the clergy were the pioneer road-makers between the settlements; and thus they taught the people to "amend their ways" in more respects than one. Under the personal supervision of Archdeacon Coster, his congregation made three miles of excellent road at Bonavista. Rev. Mr. Chapman did the same at Willinggate, as also did Rev. William Bullock between several settlements in the mission of Trinity. Their motive, too, was a good one—viz, "that the women and children may attend the public worship of God with dry feet."

Names of the fifteen Road Surveyors appointed at the first meeting of "Board of Commissioners of Roads," held at the Court House in Trinity on June 6th, 1885:—  
1. Archibald Graham, for Trinity North Side.  
2. William Stoneman for Trinity.  
3. Richard Ash Jr. for Trinity.  
4. James Butler for Ship Cove.  
5. Thomas Courtenay for Salmon Cove.  
6. William Penny Sr. for English Harbour.  
7. Francis Barnes for English Harbour.  
8. Joseph Morris for Cuckhold's Cove.  
9. George Ball for Cuckhold's Cove.  
10. Benjamin Badgen for Trouty.  
11. James Pitcher for Old Bonaventure.  
12. Stephen Parrott for Old Bonaventure.  
13. John King for New Bonaventure.  
14. Jonathan Ivamy for New Bonaventure.  
15. William Miller for Kerley's Harbour.

A friend of mine has just told me that the old Trinity Road Commission of 1885, to which I have referred, is the oldest Road Board in the country. I don't know if he is correct or not, but the present Government Road Commission, for whom I have written this article will know, and if it is so, will give us credit for it.

**A CHANGE OF NAME.**  
1882.—Married, Charles Perchard and Ann Tavernier, both of Trinity. Witnesses: Thomas Pitt, G. W. Whitford, Mary Bullock. Charles Perchard was a shoemaker in Trinity some years before and after he married. He was an Englishman. Several children were born to him and his wife Ann, one of whom was Joseph. Joseph was a man when I was a boy, and at the time he lived in Deer Harbour. In 1888 Joseph lived at Trinity East and whilst there he married Fanny Ryan of Ship Cove. By this time the name had got changed to Purchase, and under that name he was married, as follows:—1888.—Married, Joseph Purchase of North Side, (Trinity) and Fanny Ryan of Ship Cove. Witnesses: John Evelyn, Ann Miller,

Richard Fowles. Joseph, however, used to protest the name, and I have known him to refuse to accept a parcel of goods that he had bought, because it was addressed to Joseph Purchase, instead of Joseph Perchard. He was powerless, however, to prevent the change from becoming permanent, and any descendant to-day is, I believe, known as Purchase. Joseph was a man in some respects above the ordinary in natural, intellectual endowments; and though he was fond of liquor, and often fell a victim to the temptations of that greatest curse that ever struck the world—the public rum-shop—yet, even in those circumstances there was something about his actions and conversation that could not fail to attract complimentary attention. I could give several instances of such; as were seen and heard by me in those days, and never forgotten. May God be good to him.

Mr. J. E. Forsey, Travelling Auditor of the Government Railway, paid his first visit to Trinity last week, and registered at the Garland. He was pleased with us as he found us, and we enjoyed his company. Come again!

The members of the different lodges of Orangemen and United Fishermen, respectively, in Trinity, Right and having their annual Church Parades during the present and coming weeks.

The members of Royal Albert Lodge, No. 12, L.O.A., held their annual church parade on Wednesday last, St. Stephen's Day. Fifty seven men were in procession, and they attended a service at the Methodist Church. Mr. Hewitt, a probationer in charge of the Circuit, conducted the service, and addressed the members of the Order on the subject of trust in God.

Mr. H. Fowles, of Trinity East, is in charge of the Railway Office at Trinity Junction, whilst Mr. George Hoskins is enjoying a well deserved holiday.

I desire to thank the Editor of the

We desire to thank our Many Friends for their esteemed patronage and to wish them

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**W. E. BEARNS,** The Beach—Phone 379. Rawlins' Cross—Phone 971.

Evening Telegram for his kind words re my Christmas Number, and also those who have, by letter, assured me of their appreciation of it. I am glad it has given pleasure to others.

Christmas was an ideal day in respect of weather conditions. The services in St. Paul's Church were well attended, and were beautifully and devoutly rendered. The home festivities and family gatherings followed those services; and thus at the Lord's Table and at the Altar of our God, those home and family gatherings were sanctified as fitting parts of a Christmas keeping of the holy Festival. The carol service in the evening constituted a bright and beautiful ending to a very happy day; and was an appropriate illustration of the words of the carol: "Holy Night! Peaceful Night!"

Next in order will be the mummering, and there used to be a lot of a hundred per cent. fun and enjoyment in it; but since the little poky rooms have taken the place of the big kitchens, and conglomeration, and oil cloth

have been laid on the good plain floors and the piano has pushed the concertina out of date—mummering has become, like an old man once said to me when I asked him what he thought had just emerged: "Between you and me, Sir, they're not what they're cracked up to be!"

Dec. 29th 1923. W. J. L.

### Ladies' Curling Club Meeting

At the annual meeting of the Ladies' Curling Club, held at the rink yesterday morning, the following officers for the ensuing year were elected:—

President—Mrs. F. C. Alderice. Vice-Pres.—Mrs. A. W. Kennedy. Secretary—Mrs. W. H. Duder. Committee—Mrs. Hickman, Mrs. F. Bradshaw, Mrs. McNelly, Mrs. George Marshall.

### Express Passengers.

The incoming express left Port aux Basques last night and is due to arrive in the city early to-morrow morning with a large mail and the following passengers:—F. Bowler, C. Section, E. Suley, Mrs. E. L. Parsons, A. M. McDonald, A. Dowling, C. Mitchell, Mrs. N. Burke, S. Avery, J. Goodyear, K. Langdon, J. McDonald, Mrs. J. Ryan, Miss S. LeVallant, W. Roberts, H. J. Brophy, W. H. Parsons, Wm. Babcock, J. Ivany.

Women find that trying with Crisco is very helpful in keeping the whole house fresh and free from the odor of cooking fats. Crisco is odorless and smokeless. J. A. H.

You've seen the play—don't miss the picture, with Laurette Taylor the original "Beg" in "Peg O' My Heart" at The Nickel Monday—dec28.11

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