

Early Days of Telegraphy in Newfoundland.

The Man Who Blazed the Trail.

(H. F. SHORTIS)

To-day being the 59th anniversary of the successful landing of the Atlantic Cable in Heart's Content, it naturally brings my mind back to the very earliest days of telegraph construction in our country, of which very little details have ever been given in our newspapers. All those pioneers of the early days have long passed to their reward. The grit and determination of F. N. Gisbourne is beyond all praise. He ruined himself financially, and had to dispose of all his effects to meet his liabilities in the construction commenced by the old New York, Newfoundland and London Telegraph Co.—the pioneer telegraph company in Newfoundland. Mr. Gisbourne found a friend, the illustrious Bishop Mullock of St. John's. The hardships, difficulties, disappointments, financial troubles encountered by those pioneers would read like a romance, and many a time I listened to old Paddy Ryan relate their exploits, dangers, escapes, and hardships, when he was one of the party who worked under Gisbourne, when running the old West Line through the country.

PIONEER DAYS.

I have already given a sketch of Gisbourne's career through the columns of the Telegram, when I wrote up the "Evolution of the Telegraph System," some two or three years ago, which culminated in the present condition of telegraph communication both by land, and under the sea, and through the air, to all parts of the world. Therefore it is unnecessary for me to dwell upon this important matter. But in the very early days we know nothing, or next to nothing of the great trials encountered by the pioneers of the fifties of the past century—seventy years ago, and it is to my old friend, Mr. Joseph Miller, the veteran repairer of the Anglo-American Telegraph Co., now at Topsail, to whom I am indebted for the valuable information about telegraph construction, when telegraphy was in its swaddling clothes, and his father took such a prominent part in the great enterprise. The following will be of interest to the readers of the Telegram—more particularly to the thousands of telegraphers at home and abroad.

10 PENCE A POLE.

HARBOR GRACE, May 2nd, 1851.
R. Miller, Esq., Topsail.
Dear Sir,—I accept your offer for 3 miles of posts at 10 pence each, but if you will undertake the 6 miles from your house to Kelligrews, I will pay one shilling each for the whole 6 miles.
Poles 20 feet long, 4 inches diameter at the small end, barked 4 1/2 feet from butt—laid along the road side 4 1/2

yards apart, or in other words 40 to a mile. Terms cash on delivery. I shall see you again in four or five weeks. In great haste,
Yours truly,
F. N. GISBOURNE.
P.S.—Please direct this man where to find Mr. Dalton's house.
I may here say that Mr. Dalton's house was 8 miles from St. John's, 4 miles from Topsail. It is supposed that Dalton worked from Topsail to St. John's, and Mr. Miller from Topsail to Kelligrews, six miles.
September 12th, 1855.
Dear Sir,—Please proceed toward Holyrood to mend the line and you will oblige.
Yours, etc.,
R. S. MATTHEWS.

CHARACTERISTIC OF THE MAN.

To Mr. Miller.
I must confess that I know nothing about R. S. Matthews, but I should say that he was Superintendent of construction at that time, previous to the appointment of our good old General Superintendent, Hon. A. M. McKay, then whom there could not have been a more competent, courteous and careful official to rule over a body of men. He was a father to the whole of us, and thought nothing too much to be of benefit to those under him. One example will suffice. In the early seventies, I was on duty in Harbor Grace office, Mr. Thompson being in Heart's Content on business. Mr. McKay was in Harbor Grace speaking to Mr. Waddell over the line in St. John's. A cricket match was on between St. John's and Harbor Grace and Bob Rutherford came to the office, and told me to hurry up, as it was near 11 o'clock. I replied, "you will have to get another man, I have no one to relieve me. Mr. Thompson was in Heart's Content."
Bob was in a terrible way, and after finishing his conversation with Mr. Waddell over the line, Mr. McKay turned to me and asked, "what did Rutherford say?" I replied, "he wants me to hurry up, but I can't go, so they must get another man." "Why can't you go?" I'll take your place if you guarantee to be on duty at 7 o'clock." Of course I promised that nothing would prevent me from being on duty, and away I went. There are not many men who would give up a day's business or enjoyment to permit one of his subordinates to take part in a cricket match, and to this day the few of us who are alive revere the memory of our good old Superintendent, Hon. A. M. McKay.

LINE TROUBLE.

St. John's, Sept. 18th, 1855.
Dear Sir,—I shall feel obliged if you would hurry on toward Holyrood to repair the line, and to let me know



by Gaden where it was broken the two last times. Mr. Prowse says he will go out to see you some time this week. He is getting properly disgusted the way they keep pulling the line down on the South Shore.
Yours, etc.,
R. MATTHEWS.

AN INVENTION OF THE DEVIL.

Mr. Robert Miller, Topsail.
I can readily understand the difficulties they had in keeping the line in repair from being broken by some of the people of those days who were firm in the belief that the telegraph was the work of the devil. I remember a practical joker—an Irishman—who accosted a well-known butcher one morning, who had 25 or 30 head of cattle brought round the bay, with the remark, "begob, Bob, the telegraph is a wonderful invention. And how long did it take the cattle to come to St. John's by telegraph?" "Oh! replied the butcher, who caught onto the joke," about two or three minutes, but they would be here quicker than that only for the bull got obstreperous, and delayed the whole lot for over a minute or so."
A crowd of men were near by and heard the conversation and then one of them exclaimed, with emphasis,—"Look here, Bili, did ye hear that? The telegraph is the work of the devil. We will be burnt in our beds, and there will be no luck in the country again."

MORE TROUBLE.

The next morning, about four miles of the telegraph line was broken, and on the ground.
Telegraph Office, St. John's, 18th Feby., 1858.
Mr. Miller,
Sir,—I think the line is down near your place. Should you not hear of it being broken in your vicinity, you had better start some person off to Holyrood immediately, and get it up with all the dispatch you can use.
Yours,
D. SCANLAN.

Few persons were better known in Newfoundland than the general T. D. Scanlan for years Assistant Superintendent to Mr. McKay, in St. John's. Previous to that he was in charge at Plaster Cove, and afterwards at Brigus. The Rev. Moses Harvey stated in one of his articles in a magazine that T. D. Scanlan was one of the most interesting conversationalists he had ever met, and his fund of anecdotes and general information was inexhaustible, brimful of wit and humor. He was one of the first, (if not the first) Newfoundlanders to join the old New York, Newfoundland and London Tel. Co., during the days of construction, and held on to the end. He died on the 19th August, 1894.

PIONEER TELEGRAPH OFFICIALS.

All the pioneer operators, repairers, etc., of the fifties and sixties have passed away, and only one connected with the official staff remains to-day, viz., Mr. William Savin, who for half a century was in charge of the store-room and batteries, until retired about eight years ago. Of the operators of the sixties, I can only locate three, viz., William and Edward Earle, retired at North Sydney; Jim Hagan and P. H. Glendinning, in the United States. I am not sure of Mr. J. C. Lee-

lie, for many years operator at Cape d'Espoir, is alive or not, but if so, he is out of the country. He is father of Mr. Harold Leslie of the Anglo-office, St. John's. There was also Joe Sodero of Harbor Breton. Of the operators in Newfoundland, who joined up in 1870, I can only locate Messrs. David Scott, Adam Martin and myself, at least these are all in the country. Later on came those expert operators, Mallam, Tom Oates, Jim Wilcox, D. J. Barron, Will Ford and others of Heart's Content and St. John's, etc.

VETERANS ALL.

Of the repairers, those pioneers with iron constitutions, of which were prominent, Tobin, Gosney, Ned and Tom Foley, Henderson, Larner, LeMoine, Page, Laursen, Pugh, etc., not one remains. In 1878, our old friend, still alive and hearty, Mr. Joseph Miller, son of the pioneer Robert, joined up when the telegraph line was run between Tilt Cove, Bets Cove and Bay of Islands, a distance of 110 miles from South West Arm. Mr. Miller also worked between Bay of Islands and Bay St. George, in 1878—the same line. Mr. A. J. Saunders was in charge when the connection was made at Twillingate on the 8th October, 1885. He sent and received the first messages. He also placed the first pole at Shoal Harbor, Trinity Bay. He was the father of our genial friend Superintendent H. A. Saunders of the present day. Mr. Joseph Miller was on the survey of this line the previous winter, under the veteran repairer, Mr. Wm. Abbott; also the Greenspond branching from Twillingate about 2 miles North East of Gambo on the Gander Bay Neck. Mr. Abbott's son, M. F. Abbott, took charge of the building of Greenspond on arrival there. M. F. Abbott is now an enterprising and successful business man of the West Coast, being a partner for years in the firm of Abbott and Haliburton and is still going good.

JUST A TRIFLING EPISODE.

Mr. Miller was also on the survey and building of the line to Gambo from Shoal Harbor, under Mr. Abbott, who was most popular with the men. The season of 1886 found them connecting Fogo and Seldom-Come-By. Mr. Scanlan was in Fogo selecting an office—a room in the Court House being chosen, and they were ready to leave for home by the S.S. Plover, their work finished and office opened. They continued north to Tilt Cove, being her furtherest northern port; but she never arrived there. Messages from the north in the morning read: "S.S. Plover lost. Struck a rock last night at Twillingate, Long Point. Kept adrift long enough to get back. Is now full of water between two wharves in Twillingate Harbor."

The S.S. Leopard was dispatched from St. John's, under command of Capt. Peter Kent, to take passengers, mails, freight, etc. On the passage to St. John's, accommodation was very limited. T. D. Scanlan, Abbott and Miller made a field bed in the hold out of their camp, and covered by their camp blankets they were not so badly off. It was on that trip that the little Indian skeleton, which is still in the Museum, was brought to St. John's.

It is probable I shall give the Telegram and its readers some further information about the early days of telegraph construction in our country; also when Mr. Miller crossed the country with His Excellency Sir John Glover, in 1875.

THEIR WORK REMAINS.

And yet, I must admit, that it makes me somewhat sad to write about the early days of telegraphy in our country, because, when I think over the scores of my comrades who were once in active service from Heart's Content to Cape Ray, and that to-day only, say, half a dozen of us remain, it gives me a practical illustration of the fact that I am getting old, and in due course will be called upon to join them in, let us hope, a happier life. What noble fellows they were! Sam Bailey, A. J. Saunders, McKenzie, Gordon, Stentford, Nichol, Vetch, Mike Lavanagh, John O'Mara, W. H. and Eugene Thompson, T. D. Mott and John Scanlan, Durfee, Roberts, Roche, Phippard, Fitzpatrick, Thomey, Ryan, Blackader, Sam Earle, Mort Brien, Jack Dryer, White, Carson, Fowler, Tom Bailey, Jim Murphy, Ned Howell, Jack Mitchell, Gardner, Small, Smith and many others. All gone!

LEAGUE FOOTBALL. — St. George's Field, this evening, at 7.30. Star vs. C.E.I. Admission 10c., Boys 5c., Grandstand 10c. extra.—July 27, 11

"Fifth Avenue Models"

AT THE STAR MOVIE TO-NIGHT.

Mary Philbin's latest starring vehicle, "Fifth Avenue Models," is a dramatic story of love, disillusionment, and, finally happiness, lived by a girl who earns a living for herself and her artist father by working as a seamstress in the shop of a fashionable modiste. It will be given its first local showing, commencing to-night.

"The Best in Life," the novel by Muriel Hite, one of the best sellers in England a few weeks after it was off the press served as the medium for this film.

Miss Philbin's supporting cast is notable by reason of the prominence of those who assist her in interpreting the story, and includes Norman Kerry, Josef Swickard, William Conklin, Rosemary Theby, Rose Dione, Betty Francisco, Ruth Stonehouse, Robert Brower and Jean Hersholt, all of whom have had important parts in many of the big productions of recent date.

While the story is laid in New York, there is much of the Parisian atmosphere about the magnificent salon of the modiste in whose shop and salon much of the action of the story takes place and this is said to have been given the touch of actuality by Svend Gade, famed European director.

Cuticura Soap Best for Baby

Sample Soap, Ointment, Talcum Free, Address: Cuticura Soap, Ointment, Talcum, 100, N. 2nd St., St. Louis, Mo.

Don't Call It Love

JACK HOLT AND NITA NALDI IN FAMOUS FEATURE AT THE MAJESTIC.

The Paramount picture "Don't Call It Love," a William de Mille production which is shown for the first time at the Majestic Theatre to-night, is a story of love and artistic temperament. It takes you right into the intimate and private life of a hot-blooded, hot-tempered opera singer who has as many loves as she has going—and that's going some. Nita Naldi plays the prima donna and the chap who falls into her silken love net is Jack Holt, as Richard Parrish. Agnes Ayres, as Alice Meldrum, Parrish's fiancée, Rod La Rocque and Theodore Kosloff as the impresario are all featured.

Here's the story—Rita Coventry is a poor girl with a rich voice and marvelous beauty. Going to Atlantic City, after ten years' study in Paris where her friends had sent her, in company with Parrish, she meets a handsome young Irishman who comes to tune the piano in her hotel suite. Her vamping tactics are ignored and this plagues the proud Rita. She learns that he is a pianist and composer and induces him to play for her. He is wonderful. She falls for him, ignoring Parrish now. Delaney, however, is still contemptuous. But in the end Rita "lands him" and Richard returns shame-faced to Alice and pleads with her to receive him back—and she does so.

"Don't Call It Love" has a distinctive appeal and does not depend on the slam-bang slapstick for humor either. Clara Beranger adapted the story from Julian Street's novel, "Rita Coventry." The photography, which, in passing we might add, is superb, was done by Guy Wilky.

The coat may be snugly fitted and tailored above the hips, but it insists on fullness and freedom of movement below.

After Shaving

Mix Minard's with sweet oil and apply to the face. Wonderfully soothing.



His Etiquette Leads To Trouble.



CLASS and STYLE--STAR MOVIE TO-DAY.



5th Avenue Models

Starring MARY PHILBIN NORMAN KERRY

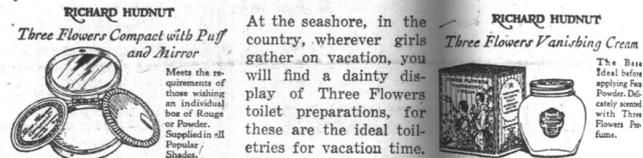
Youth, Beauty, Gaiety, Pleasure, where lights burn brightest. See Society's Follies

The Keppie Kid in Jazzy Selections.

COMING—"THE WAY OF A MAN"

GOING ON VACATION?

You Will Need Three Flowers

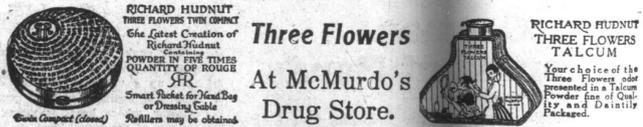


Three Flowers Vanishing Cream possesses a fascinating appeal that immediately endears it to the hearts of all fastidious ladies. Used in the morning before applying the powder, this valuable cosmetic tends to keep the face, neck and arms in beautiful condition throughout the entire day.

Other Three Flowers toilet preparations which every girl should have in her vacation bag, are:—

- THREE FLOWERS COMPACTS
- THREE FLOWERS CLEANSING CREAM
- THREE FLOWERS COMPACT ROUGE
- THREE FLOWERS REFILLS FOR COMPACTS

all with the exquisite odor of



Trimming notes of interest are the tabs and ribbons run through slashes, and the new doubled jabots. The child's coat of fannel may have raglan sleeves, tailored pockets and a slight flare to the lower part. Velvet is smart for the short sports coat which can be worn over almost any informal summer frock. The silk frock may achieve the desired apron effect with sectional

pieces of lace attached in a fancy outline. A plaited section is inserted at each side of a wrap-around frock, trimmed with bright-colored applique flowers. Remember that the frock of a gaily bordered material should be of simple design, with practically no trimming. The sheer cottons and silks of the summer demand a fullness that the heavier materials of winter did not require.