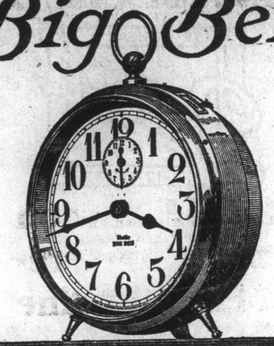
Big Ben



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EVERY clock that wears the trade mark *Westclox* on its dial has to prove its right to it.

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From Out the Storied Past.

BUSINESS 100 YEARS AGO.

(H. F. SHORTIS.)

ARTICLE 7.

Perhaps no name has been more frequently mentioned in Mr. Kelson's letters than that of Rev. Mr. Clinch, Church of England Minister at Trinity, in the days of which he writes. From all I can learn Mr. Clinch was a man of charming personality, great intellectual powers and high ideals. It is said that he won the affection of each and every one in his parish as all had occasion to realize his goodness of heart, magnaminity of mind and resolute application to duty, and he was esteemed by those who knew him intimately as a man of sterling qualities and wisdom, which the hard trial of experience alone can bestow. I understand he possessed great literary talent, and, like Mr. Kelson, he had a brilliance of style and a clever narrative disposition that made his writings fascinating, instructive and interesting. It is generally believed by a great many people in Newfoundland that Rev. John Clinch had many appointments in addition to that of Minister, and, if I mistake not, it has been stated through the press of St. John's that he held the positions of medical doctor, magistrate, and land surveyor. This statement is entirely erraneous. I do not know just how my venerable friend, Canon Smith, will agree with me on the following explanation, but as the Canon and myself have fought many hard literary bouts together, shoulder to shoulder, against would-be historians, some of them not a dog's watch in the country, and others knowing as little about it as if they had never seen it, I wish to say that I have received the subjoined from my friend and former fellow-official, Mr. William White, Sub-Collector of Trinity, a gentleman well versed in the history of our country and his native town in particular. Mr. White's explanation will speak for itself, as it is taken from the Records.

Rev. John Clinch.

While the Rev. John Clinch was a very hard-working and faithful Pastor, travelling as he did over the whole of Trinity Bay, and as far as Bay-de-Verde, Conception Bay, in the discharge of his ministerial duties, the tradition that he held all the above mentioned offices is entirely erroneous. It is quite correct that he did a considerable **medical practice,** as it in an established fact that he and the great Dr. Jenner, the world-famed inventor of vaccine, were medical students together before the Rev. Mr. Clinch came to Newfoundland, and some of the original vaccine was used by Mr. Clinch in Trinity. The following extracts from the pen of the classic Mr. Kelson, J. P., merchant of Trinity, who took charge of Mr. Robert Slade's business as agent on the 27th October, 1809, show that on the 7th September, 1811, in a letter to Mr. Robert Slade, Poole, England, Mr. Kelson says: "Mr. Clinch tells me olive oil, wine and cork must be reported at St. John's by vessels calling at that Port, but need not be landed there." Again on December 2nd, 1823, Mr. Kelson says: "Not knowing whether it might be your wish for us to charge Mr. John Clinch for his passage home, we refer the matter to you. His brother Frederick now takes the berth in the Customs here," and again on the 10th May, 1826, Mr. Kelson says: "Mr. F. G. Clinch, Officer of Customs here, died the 4th ult., and we expect a stranger from St. John's to fill the vacancy." By reference to the old Register of the Church, which dates back to 1755, I find that Frederick G. Clinch, aged 26½ years, was interred on the 9th April, 1826, by Rev. Wm. Bullock. I also find in the Church Register, 1810, the signature of E. J. Clinch, and in March, 1818, the signature of John Clinch, Jr., and as far back as 1766, I find that Thomas Clinch was a servant to Mr. Lester, merchant, of Trinity. The foregoing, I think, will prove that the Clinch family was among the earliest settlers in Trinity, and that the Rev. John Clinch had nothing to do with any public offices **except those of clergyman and medical doctor.**

Objection to Duties.

Mr. F. G. Clinch's successor as Collector of Customs was Mr. Robert Baily, as I find from old Records that Mr. Wm. Kelson hired a house to Mr. Baily in 1828, for the trivial rent of ten shillings per year, and in the same letter Mr. Kelson says: "I hope that Bill for imposing 2½ per cent. duty on our imports has been kicked out of the House." In writing to another business man in June, 1828, Mr. Kelson says: "They write me from St. John's that it is **almost certain** that a duty of 2½ per cent. will be laid on the imports to this Island, **salt and potatoes excepted."** This is probably the first move ever made to collect Customs Duty in this Colony. On June 8th, 1811, Mr. Kelson writes, "I am sorry to say I have this morning read 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 that the little crew of this vessel behaved most gallantly fighting the American for over three-quarters of an hour, and although cut almost to pieces, and many men killed and wounded, never struck or surrendered. I fear this is the beginning of a war." Again, on the 20th July, 1813, he writes of a schooner belonging to Graham and Boag, of Trinity, bound for St. John's on the 4th inst., was taken by an American privateer of 11 guns and 80 men off Cape St. Francis." What appears to be the most interesting clipping from Mr. Kelson's letters is the following item of March 31st, 1813, in which he writes: "We have had no arrivals from any quarter excepting a small skiff from Grate's Cove two days since. She brings a report of many of our troops been cut up in Canada by the Americans, **particularly the Newfoundland Regiment,** but having no letters from St. John's, we do not place much confidence in it."

The Newfoundland Regiment.

Mr. White asks me for information about the "Newfoundland Regiment" of that day, and I am under obligation to Miss Morris, of the Legislative Library, for the following:—In 1757 a local militia was formed in St. John's and Mr. Michael Gill, Judge of Vice Admiralty Court, was appointed Colonel. Wm. Thommasley was Captain of the first company. John Stripling, Captain of second company. Wm. Baird, Captain of third company. Robert Hutchings, Captain of fourth company. Lieutenants were Messrs. Green, Robert Hutchings, Jr., Cocking, Morley, Stokes, Fly, Chafe, Tucker and George Hutchings. This was when Governor Edwards was Commander-in-Chief, etc., and there were between three and four hundred volunteers with fifty regular soldiers. The Volunteers, when under arms, were allowed rations and each man a **pint of rum a day.** The first regiment was formed under Colonel Pringle in 1781, and Mr. William Lilley was Ensign. Conolel Pringle commenced building Fort Townsend in 1773. He also laid out King's Road and Military Road. In 1794 Colonel Skinner, commanding Royal Engineers, received a letter directing him to raise a Regiment of Fencible Infantry, to be called the Newfoundland Fencibles The levy of the Newfoundland Regiment being completed in the Fall of 1795, it was found that the barracks at Fort Townsend and Fort William were not big enough to contain so many men, which were recruited largely from American refugee soldiers. It was ordered that the men should go under canvas for a few months, while the barracks were being repaired and cleaned, and some of the new barracks at Signal Hill finished. The volunteers were a fine set of men secured from the flower of the inhabitants. In 1796, Fort Townsend, a new fort, had a garrison of 459 regular soldiers and 200 volunteers. The Governor was authorized to raise a Newfoundland Corps of 600 men.

Quelling a Mutiny.

In 1800 there was a mutiny of the garrison of St. John's of the Royal Newfoundland Regiment, the idea being to desert with their arms, join friends outside the garrison, plunder the town and escape to the United States. It came to the ears of Rt. Rev. Dr. O'Donel, first Roman Catholic Bishop of St. John's, who notified General Skerrit and Colonel Skinner; prompt action was taken and the mutiny was crushed. The Regiment was removed to Halifax. Dr. O'Donel received the munificent (?) sum of £50 per annum for his great service. In 1803 the Newfoundland Light Infantry was formed 1,000 strong. In 1806 the Volunteer Rangers, under Major MacBraire. The following will answer Mr. White's question: "In a Halifax paper 1807 appeared the notice, "The Royal Newfoundland Regiment is ordered to embark with all speed for Quebec." This, no doubt, is the Newfoundland Regiment referred to by Mr. Kelson. Under date 1809, I find following: "The Corps of St. John's Volunteers, **Commanded by Captain MacBraire,** was received on the military training ground. The General was pleased to express in the strongest terms his approval of their appearance and performance. Again in 1810, "to Captain MacBraire and the Loyal St. John's Volunteers assembled this day, the Major-General offers his acknowledgements of their soldier-like appearance and conduct, and begs the Commanding Officer to assure them, he shall not fail to represent to the Governor on his arrival, his opinion of the benefit that he derived from their exertions in case actual warfare within the Island should render it necessary to call them from their domestic occupations." And still again, 1812: "The Volunteer Force re-organized, Major MacBraire Commanding." Captains, Burcher, T. Williams, Lilly, McAllister, G. M. Robinson, Crawford, Hynes, Ryan, Trimmingham, McLea, Simpson, Livingston, Grieve, Arnott, Cliff, Shannon; Ensigns Morris, McCalman, Rendell, Scott, Willis, Gill, Niven; Adjutant Hughes; Quartermaster Barnes; Surgeon Duggan. And this is the "Jimmy" MacBraire that was maligned by being charged with the crime of waving his hands on departure and saying: "Good-bye you d——— fools of Newfoundlanders." Pshaw! MacBraire was to the fore when his traducers were skedaddling to Cochrane Pond or some other out-of-the-way place of safety, probably with breastplates under their coat-tails to save themselves from a stray bullet.

The Regimental Colours.

The following is an entry in the ecclesiastical minute book of the Church of St. Brelade, Jersey: "On the 14th day of September, 1882, the colours of the 'Newfoundland Fencible Regiment,' which was formerly commanded by Major Elias Pipon, were placed in the hands of the Rector and Wardens by Major-General P. C. Pipon, C.B., of the Royal Artillery, nephew of Major Elias Pipon, to remain guarded in this Church." Note by Major-General Pipon, 20th December, 1882, "I have been trying to get some account of these colours, but have failed. All that I know is that the colours are those of the 'Newfoundland Fencible Regiment,' which was disbanded or converted into the 'Newfoundland Companies' in **the early part of this century.** My uncle Major Pipon was in command at the time, and the colours evidently became his property." Now I fail to see by what mode of reasoning Major-General Pipon arrived at the conclusion that the colours were his property. To my mind they belong to the people of Newfoundland, and the people of this country have far more claim to them than have the good people of Jersey; and I am sure if the authorities would ask for them they would be handed over to us to whom they rightly belong. They would be far more in line with a sense of justice if they embellished our Museum than where they are today, because they are the property of this country and not of an individual. By the way I have read somewhere that there are also some colours of the Newfoundland Regiment of bygone days in the Cathedral of Bristol.

Census of Employees.

Many of my friends have asked me if I could give them the names of any of those "youngsters" who came out to this country and landed at Trinity 100 years ago. Fortunately I am in a position to do so, and the subjoined will speak for itself. It is probable that the descendants of many of them are in this country to-day, as we know that the English and Irish youngsters migrated to different parts of the Island after their terms of engagement expired in Trinity.

List of Mr. Slade's Servants at Trinity and Catalina, Fall 1815:

Patrick McCormack, joiner; Patrick Walsh, joiner and carpenter; Nicholas Shea, icehunter and fisherman; Patrick Fitzgerald, salter; George James, icehunter and fisherman; Jas. Frost, cook in the cook-room; John Kennese, skipper of wood crew and fisherman; James Rogers, fisherman and icehunter; James Walsh and Michael Connell, fishermen; William White, shoreman; Charles Curtis, joiner and carpenter; Richard Reeve, cooper; Pierce Walsh, joiner and carpenter; Thos. Drake, blacksmith; John Maroony and William Burn, fishermen; Michael Mullaly, cruiser and icehunter; Con Donovan, sawyer, etc.; John Dodge, fisherman; John Murphy, cruiser and icehunter; James Matthews, carpenter, etc.; John Westman, cruiser, rigger, etc.; James Slocum and Michael Dawley, cruisers and icehunters; Richard Walsh, fisherman; John Hayward, master shoreman at Catalina; Robt. Froye, master of Cosmopolite and icehunter; John Higgins, fisherman and cruiser; John Kelly, fisherman; Robt. Dimer, schr. master and icehunter; Patk. Connors, rigger and cruiser; Josh Pittman, gardener, etc.; John Taylor, master cooper; Jas. Dwyer, Swallow's master; John Brazil, salter and culler; Henry Hiscock, carpenter; William Riggles, icehunter and cruiser; Henry Slade, icehunter and cruiser; Daniel Jacobs, shoreman; Darby Condon, shoreman and net-mender; William Burrage, master-shoreman and splitter; Patk. Doyle, cook and steward in house; Wm. Collins, master-joiner and builders; Wm. Newhook, master shipwright; Wm. Morrice, mason and fisherman; Jas. Abbott, icehunter; Wm. Grossard, assistant storekeeper; John Joyce, storekeeper; John Noon, assistant clerk and storekeeper; J. W. Martin, winter agent to keep the books in Trinity; Jas. Wiseman, storekeeper and bait master, etc.; Josh Tavernor, shopkeeper and assistant clerk; Jas. Lanigan, book-keeper and agent at Catalina, £60 and his wife's diet and housewoman from the time he may go to Catalina; John Smart, bellows-blower; John Connell, Wm. Falconer, Michael Lawton, Denis Swan, Richard English, Edward Quick, Thos. Burke, Michael English, Wm. Ryan, Jas. Weathers, George Blake, Wm. Peters, all youngsters; John Kennedy, cooper; Isaac Falford, apprentice; Wm. Simpson, sailmaker; Robert Curdling, Geo. Ivany, Richard Barnes, Patrick Dawley, John Dawley, Wm. Barnes, John Moore, Philip Moore, Richard Moore, James Warren, Robt. Frampton, Joseph Morris, Thos. Wiseman, Samuel Morris, Wm. Seward, Richard O'Donnell, William Waldron, Joseph Barrett, Richard Anderson, Martin Ivany, Henry Pitcher, Thos. White, Michael Keeffee, Richard Mackey, John Bugden, John Brien, Stephen Parrott.

Rate of Wages.

I notice that while the majority of the servants shipped in May until October, yet there were quite a few who shipped from Oct. 31st until the end of the sealing voyage. Those shipped men received £3 and some £5 and half a share of seals. I also notice that Michael Mullaly received £8 and half a share of seals. I am not clear whether the money is per month or a lump sum, in addition to half a share. There is nothing to show me, but I think the latter. The highest wages given was £65 to Jno. Taylor, master cooper. Wm. Burn, fisherman, was paid £40, three gallons molasses and 2 lbs. tea, and others received clothing, provisions, etc., in addition to wages. Nicholas Shea, icehunter and fisherman, received £30 and half a share of seals. The amounts paid would average about £30 or £40, besides the half share of seals. Some of the employees were engaged until the close of the books in the Fall, and others until the end of the sealfishery. I presume a new engagement would then be entered into. Later on I shall show where £160 was paid to a splitter; vessel captured; Crocker's schooner captured by Americans off Bay Bulls; explosion on board ship, which took fire at Garland's wharf, and very many other items of the greatest interest. But they must wait their turn and I must now go ahead with Mr. Kelson's classic and instructive letters.

General Business Matters.

Trinity, Sept. 30th, 1815.

Mr. Robert Slade,—

Sir,—My last was per John and Elizabeth via Oporto which vessel sailed on the 31st ult., since which time I have the pleasure of advising you of the Gannet's having sailed from Catalina for Lisbon on the 17th inst., of the safe return here of the George 6 days since with a cargo of lumber, and of the Active's being now loaded with good merchantable and about to depart for Cadiz. The schr. Mary sailed to the northward for stocks for heading on the 16th inst. The Cosmopolite is at Catalina taking in fish and oil, and the Swallow here nearly loaded with fish and will soon be completed for St. John's. From Capt. Segar who arrived here in the Lady Ann on the 24th inst., I was glad to learn the safe arrival of the Alpha with you, and by your letter No. 13 that oil was rather looking up. I observe what you say we ought to give for fish, and am very sorry we are obliged to exceed that sum. Although the prices for merchantable fish are here agreed between the different houses, to be including, bringing 20/6 till the 10th Sept. and 18/6 afterwards, still they may be considered as merely naminal owing to the intrusion of numerous St. John's pedlars who give within a trifle of St. John's price, and also to the competition and opposition of the regular houses, each of which endeavors by stretching a little on the harbor price to outdo others and to prejudice the planters in their favor, etc. At Catalina, Messrs. Hutton & Co., I am informed, have given their dealers within 1/6 per qtl. of St. John's, and if so I must without doubt do the same with our dealers there. I am sorry to say that I believe it will be but a very small proportion of the collection that we shell get at 18/6, and taking the whole of the merchantable together, I think it will average 20/- per qtl. for trade old we give £24 per ton, Catalina, where with the assistance and I hope to draw but little Bills except for oil, servants' wages and old balance. At present my ideas are to raise a cargo of fish for the George (which we have now nearly in the store) and Alpha, when she returns and a load of oil for the John and Elizabeth, the latter vessel being the only one I have directed to return this fall. After that, it is probable I may have a cargo of fish left for the Spring and which I am inclined to think will answer better than what is shipped in the Fall.

Mr. Lanigan has conducted himself with the greatest propriety since he has been with me. He is possessed of good abilities and is very steady. In case I remove Josh Curl this Fall it is my intention to place him at the quantity exclusive of the captain's adventure.

Mr. White's explanation will answer very well. I am likely this all to meet with much difficulty in settling with the Catalina planters, owing to Josh Curl's irregularity in charging goods to the different dealers, mistaking their names etc. Mr. Martin I shall endeavor to do with for the books here in Mr. Lanigan's place. Enclosing list of bills drawn, copy my last No. and of Catalina letters, Bills of Lading of the John & Elizabeth's, Gannet's and Active's fish cargoes. I remain, anxiously waiting the arrival of your intended "remarks," Sir.

Your humble servant,

WM. KELSON.

The different Bills of Lading contain the quantity exclusive of the

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"Fifteen to thirty drops of Extract of Roots, commonly called Mother Seigel's Curative Syrup, may be taken in water with meals and at bedtime, for the cure of indigestion, constipation and bad blood. Persistence in this treatment will effect a cure in nearly every case." Get the genuine at druggists.

Moir's Confectionery & Cake.

Freshly made Confectionery received by express direct from Moir's factories.

5 lb. BOXES Caramels, Maple, Assorted, Raspberry, Orange, etc.
1 lb. BOXES All Cream, Assorted, etc.
½ lb. BOXES Nut and Hard Centres, Assorted, etc.
6c. PIECES—Scotch Mints, Raisin Bar, Cocoatina, R. Filbert, Burnt Almond Nut Milk, etc.
PAILS Caramels, Kisses, Butter Scotch, etc., Cushions, Chips.

Freshly Made
MOIR'S 1 lb. Sultana Cake, 1 lb. Plain Cake.
COLMAN'S MUSTARD.
EDGEWORTH TOBACCO.
CHRISTIE'S BISCUITS.
McCORMICK'S BISCUITS.
LOCAL TURNIPS.
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WINE SAP APPLES.
CALIFORNIA NEWTON'S.
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PARSNIPS, CARROTS, BEETS.

C. P. EAGAN,

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Horlick's Malted Milk,

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SCOTCH CURED HERRING.
LOCAL SALMON. BRITISH COLUMBIA SALMON—Tins.
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FRUIT—CALIFORNIA ORANGES, APPLES, GRAPE FRUIT, PEARS, LEMONS, COOKING APPLES.
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The quality of which we guarantee.

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New Window Scrims!

A fortunate purchase of 1500 yards of **WINDOW SCRIMS** enables us to make you this big offer. A host of dainty new designs awaits you in this collection of **New Scrims.** A tempting bit of richness.

Good Value at 50c. a Yard.

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J. J.

Oh, Doctor

By P. O'D., in "Saturd

The extraordinary popularity of doctors is one of the astonishing symptons of this sadly disjointed time. Doctors who never before did enough business to pay for their black leather bags—you know, the bags they bring the babies in—are now electric coupes rent up on approbation and are calling bank-managers by their first name. It is a case of in incoming patients keep to the right, and outgoing to the left. And the fee in each case is two dollars—only that and nothing more. Sometimes one wonders where all the two dolar bills come from. It must keep the bank-note companies working nights.

Nor does this popularity seem to be limited to any particular class of doctors. Specialists and general practitioners, homeopaths and allopaths, doctors that treat the ear and throat, doctors that devote their attention to the heart and lungs or the liver and lights, orthopedists and illenists, doctors that cure you with medicine, doctors that cure you with a knife and a saw, doctors that bring you into the world, and doctors that hustle you out of it—they are all so busy writing prescriptions that most of them are developing writer's cramp. In fact, one friend of ours confessed to us that he was getting his prescriptions from a well-known gynecologist.

"But what in the dickens is he treating you for?" we asked in our amazement. "That man is a specialist in female troubles."

"Well I've had a good deal of trou-