

J.J. St. John

The TEA with strength and flavor is

ECLIPSE, which we sell at 45c. lb.

ROYAL PALACE BAKING POWDER 20c. per lb. Small Tins 5 cts.

SCOTCH OATMEAL, PATNA RICE, JACOBS' BISCUITS, HARTLEYS' JAMS, 1s. and 2s.

J.J. St. John
Dackworth St & LeMarchant Rd

FALL WEATHER!

Wet Streets Again!

Why should they trouble you?

Invest today in a pair of Stylish, Well-fitting

"BEAR BRAND" RUBBER SHOES (Climax Blizzard)

and your comfort is assured.

Cleveland Rubber Co., New Martin Building, St. John's, sept 28, m. t. h. t.

Old Time Shipbuilding in Newfoundland

Names of Some Well Known Vessels, Where Built, and Builders Names.

BY JAMES MURPHY (continued.)

The Gitana was built in 1853 at the dockyard of John Woods, Esq., at Maggoty Cove. She was a very strong vessel and was a favorite in the trade. The Gitana was built for the firm of J. B. Barnes & Co., who did a thriving mercantile business at St. John's in those years. She measured 101 feet long, 24 feet broad and was 13 feet deep. She was 196 tons net measurement and 255 tons old measurement. In December 1862 the Gitana had a narrow escape from being lost with all her crew. She was on a voyage from New York to St. John's and on arriving in the narrows where she anchored, a storm arose and the Captain had to let go his anchors and "run her" for Bay Bulls. The ship however weathered the gale without reaching Bay Bulls, two of her crew deserted her in the narrows, and Charles Lewis, the pilot; and the Captain, took their places, taking in sail and doing other work on the ship. She finally reached St. John's without much mishap considering the terrible time she went through.

The crews of vessels brought from Prince Edward Island and other places for sale here, used to go back in vessels. One vessel, the "Perseverance" had a narrow escape from being lost with her crew and passengers, and about forty seamen who had taken ships from Prince Edward Island to St. John's for sale. The Perseverance struck on a shoal at St. Andrew's Channel, but afterwards she managed to arrive at Canso.

Mr. John Power, a son of Capt. Chas. Power, informed me that his father had some fine vessels built in Newfoundland. Capt. Power was one time the President of the Fishermen's Society and a very successful fish and seal killer. The "Catherine Power", called after mother of Capt. Power, was built at Trinity; and the "Fairly" was built for Capt. Power, by Hopkins, a noted shipbuilder of Heart's Content. The Fairly was not only a seal fishing vessel but she was also engaged at the foreign trade, as were also many of the other vessels

of those years constructed in this country.

Kearney performed a wonderful feat in 1859, he raised the Dauntless, which, when towing out through the narrows, McBride's Spray, struck on Cahill's Rock and went to the bottom. The Dauntless was a well known tug boat. Kearney raised her from the bottom. The Dauntless came here in September, 1857, she was owned by David Steel Esq., and she arrived in 17 days from Swansea with 80 tons of coal, in command of Capt. Taylor, of the firm of James Stewart Esq. There are some old time citizens who remember the Fanny Heron. This vessel was built at Street Harbour, Nova Scotia. She was 140 tons. Why I mention this vessel is because the Heron family were playwrights and they gave entertainments for many years at St. John's. I have met men and women who have attended their entertainments which were held in the fifties in the "Market House", which stood where the present Supreme Court building now stands. There were two sisters of the Heron family, Fanny and Agnes.

At Trinity in 1851 a splendid ship named Henrietta was built for the general trade of the Colony.

In yesterday's Mail and Advocate there is a slight error or two, one should read Pack, Gosse & Fryer in stead of Pifer, the other should read John Vatcher, builder of the Morning Star, instead of John Walker.

In the early sixties a brigantine named the Velox was built in Green Bay and about the same date the Vulcan was built at Greenspond, Bonavista Bay.

The Mary Joyce is stuck in the ice and so in the Spray too.

Those lines were in a song composed about the seal fishery of 1869. Now the Mary Joyce as spelled in the newspapers wasn't a Newfoundland built vessel. She was built at Tatamagouche, N.S. She was 100 tons burthen and measured 71 feet in length, 18 feet wide and eight feet deep.

James Pittman built the Hound in

the fifties for Capt. Wm. Whelan of Brigus. Many a big load of seals were brought to port by Whelan in the Hound. Before detailing the names of some more vessels I wish to say that a Mutual Marine Assurance Association was formed here in the fifties. This organization had for its object the insurance of vessels. Among the most prominent of those who were members of the Mutual Marine Assurance were James McLoughlan and D. J. Henderson, who at that time was a prominent commission merchant, and the owner of an industry called the Peat Manufacturing Co. on the road to Torbay. Mr. Henderson was married to Miss Winter, a daughter of Henry Winter Esq., the proprietor and founder of the Public Ledger. J. J. Rogerson, Capt. Thomas Duff, Capt. Pierce, Feehan, Capt. Alexander Graham, Capt. John Barron, Capt. William Walsh. Three surveyors were appointed from among the members. Those were Capt. Pierce Feehan, Jas. McLoughlan and Capt. Wm. Woodford, the father of the genial minister of Public Works, William Woodford Esq., M.H.A. for St. John's.

All the above were prominent in the country's business, but not one of them tread this terrestrial sphere today, but I hope that the reward which awaits the good and faithful servants may be theirs.

Mr. W. Thomas said that few vessels were built by merchants, they were mostly constructed by planters. Mr. Thomas was of the firm of William and Henry Thomas. This statement was correct, as far as I can learn. The planters and well to do sealing captains were the men who built the most Newfoundland vessels. The merchants contributed a share; outside of Newfoundland the merchants generally got the ships.

Hon. Chas. Fox Bennett purchased many ships from abroad, he had vessels built in the country also. Mr. Bennett was the anti-confederate leader of 1869. He was an Englishman by birth. Robert John Parsons Esq. at one time remarked the following about Mr. Bennett when he was commenting on the merchants: "Mr. Bennett came to this country in the employment of a quaker, but now he is a model merchant and no doubt was expending his capital, that capital which he had realized in the country in the business of the country and thereby affording employment to the people."

It must be remembered in the old days of shipbuilding that steam so far as Newfoundland was concerned was unknown. All our great men at that time went across the water in sailing vessels—politicians, merchants and clergymen of all denominations. Mr. Bennett speaking about the way that Newfoundland was being treated as regards the facilities for conveyance of mails and passengers said: "I have crossed twice in the space of three years and on every occasion within twenty miles of the Eastern Coast of Newfoundland and on the last occasion sailed through the fishing boats."

I made mention in my previous items on shipbuilding about the dockyard at Maggoty Cove, now called Hoylesdown owned by Mr. Woods. It was in this yard that the Floating Dock was constructed. The dock was finished on November 9th., 1861, and was towed over to the South Side of St. John's by the steamer Blue Jacket. The latter steamer one time piled between Harbour Grace, Carbonear and Portugal Cove, and in 1862 she was blown up by the explosion of her boiler in Conception Bay.

(To be continued)

Help For Fire Sufferer

Following are the sums collected by Solomon Hutchings at Bay Bull's Arm, on behalf of George Coffin, who had his house totally destroyed by fire in the spring of 1916:

- W. A. Butler, \$1.00; S. Hutchings, \$1.00; James Hutchings, 50c.; Mrs. J. Hutchings, 20c.; John Reid, 50c.; H. W. Sheppard, \$2.00; Wm. Luther, 50c.; John Luther, sr., \$1.00; Edwin Luther, 30c.; Hilda Smith 10c.; Arch Peddie, 10c.; Nath. Peddie, \$1.00; Mrs. N. Peddie, 50c.; Mrs. Thos. Mercer, 50c.; T. P. French, 30c.; Mrs. Joseph Reid Jr., 10c.; Mrs. M. Drover 10c.; Mrs. P. Temple, 20c.; Nath. Smith, 50c.; Miss Bessie Cook, 30c.; Mrs. Thos. Synward, 20c.; Albert Drover, 20c.; John Snook, 20c.; Morgan Snook, 40c.; Wm. Benson, 50c.; John Drover, Sr., 20c.; Robert Mercer, Sr. 50c.; Mrs. A. Smith (valued) 70c.; Mrs. Alex Smith, 15c.; Mrs. L. and P. Temple, 20c.; Mrs. R. Snook, 30c.; Mrs. S. Hutchings 20c.; Jonathan Hutchings, 50c.; Azariah Hutchings, 50c.; A Friend, 50c.; Geo. Luther, 50c.; G. R. Courage (valued) \$1.40; Mr. Best, \$1.40; Mr. Dodd, \$1.00; Stephen Adams (valued) \$4.50. Total \$24.55.

There's nothing a manly man admires more than a girlish girl or a womanly woman.

LADIES' COATS

For FALL and WINTER

Now showing at

BLAIR'S.

Our Values are absolutely the best obtainable.

This year's style in Coats is distinctive. The Coat with the Flare (or Wide Skirt) is the Fashion. Coats this year are either without belts or come with a belt effect. This is quite different from last season's Military Coat which had a belt all round and was much tighter in the Skirt. Despite increasing cost of Coats, through rising prices of materials, and the Fashions demanding more cloth in each, we are able to offer you the newest goods at the lowest prices. This we are enabled to do by our early contracts and consequent good buying as also by the moderate margin of profit we put on these goods, which has built us up such a successful coat business, as it is well known our values are the best procurable. Our Prices for the Newest Styles (we don't talk old styles) or jobs) are:—

\$4.90, \$5.90, \$6.90, \$7.90 and upwards.

We are also opening a Full Selection of

Misses', Children's and Infants' Coats,

which you can depend on will be the best values obtainable.

N.B.—Customers by mail for Ladies' or Misses' Coat, please specify height, bust measurement, and length of sleeve from under arm, and enclose extra money for postage.

HENRY BLAIR.

PLACENTIA FISHERMEN ENDORSES OUR ATTITUDE ON BAIT DEPOTS.

(To the Editor)

Dear Sir,—Your reference to Bait Depots in a recent issue was read with great interest in this quarter and personally I am firm in the belief that such conducted in a business life manner is the very best investment in this country to-day. I make this assertion in regard to Placentia Bay, especially having practical knowledge of the matter here. Opposite Placentia, on the West side of the Bay, is Clattice Harbour where squid are to be had often in abundants from August till November every year. Clattice Harbour has every feature of a first-rate port, the S.S. Argyle calls there regularly and it is free of ice all winter as cold winds blow out of it. It is the centre of the best locality for squid between Cape Race and Cape Ray and the wonder is why those so interested in a supply of bait especially from December till June, when hundreds of thousands of dollars are lost to them for want of it do not take advantage of it.

Of course, now, as on former occasions on the eve of a general election we are likely to hear much of bait and bait depots, as such is well known to be the most pressing need of the fishermen, but I beg to assure you that some positive sign of earnestness is now necessary to entice the people and the person or party who stirs about this matter in earnest will have the full support of the fishermen in this Bay.

Should you want my opinion as to

where and how and when a bait depot should be placed in Placentia Bay so as it would be a success financially and otherwise I am willing to answer any question or set of questions that you may be pleased to ask about it.

Respectfully yours
ONE INTERESTED.
Placentia, Oct. 7, 1916.

Just Arrived:

A LARGE SHIPMENT OF

PRINCE ALBERT

Smoking Tobacco

In ½ lb and 1 lb Glass Jars.

Always in stock a full line of Smokers' Requisites.

S. G. Faour
378 WATER STREET.

FOR SALE!

LOCAL AND SCOTCH

Herring BARRELS

—Also—

Splayed HOOPS
for Brls. and Half Brls.

SMITH CO. Ltd.
Telephone 506.

ADVERTISE IN THE MAIL AND ADVOCATE

That's It. Green—What is a sense of humor? Brown—A sense of humor is that which makes you laugh at something that which would make you sorry if it happened to you.

UNION MEN ask for WELCH'S GRAPE JUICE

at the Union Store. UNION STORES ask for a supply of WELCH'S GRAPE JUICE from St. John's Headquarters, UNION TRADING CO. Please phone requisitions of Union Stores for WELCH'S GRAPE JUICE TO

P. E. OUTERBRIDGE (Sole Agent for Nfld.) Commercial Chambers, / Telephone 60. sept 7, th, sat, tues



OUR QUESTION IS, What will you do if you have a fire and haven't any insurance? Can you stand this loss? IT'S FOOLISH TO TAKE YOUR OWN FIRE RISK when our premiums are so low. Don't take chances, but HAVE US INSURE YOU in one of our companies. Why not do it to-day?

PERCIE JOHNSON Insurance Agent.

SLATTERY'S

Wholesale Dry Goods House.

TO THE WHOLESALE BUYER— In stock and ready for your inspection, at the Lowest Possible Prices:

POUND GOODS		YARD GOODS	
Percalé	Cheviots	Dress Goods	Art Muslin
Lawn	Sateen	Curtain Strim	Bed Tick
Cotton Tweed	Linolette	Curtain Net	Percalé
Fleece Calico	Quilt Pieces	Curtain Muslin	Mottled Flannel
Misprints	Mottled Flannel	Shirting	Toweling
Denim	Cretonnes	Blay Calico	Regatta
Shirting	Art Tick	Dress Gingham	Cotton Tweed
Striped Flannelette	Muslin	Apron Gingham	Lawn
White Flannelette	Towelling		
	Blay Calico		

Also the following, many of which are Jobs:—

Men's Underwear	Boys' Hose	Girls' Coats	Ladies' Coats
" Braces	" Overcoats	" Sleeping Suits	" Neckwear
" Sweaters	" Suits	" Gantlers	" Blouses
" Hndkrchfs.	" Pants	" Wool Mittens	" Nightdresses
" Ties	" Rompers		" Underskirts
	" Rain Coats	Ladies' Underwear	" Sweater Coats
Boys' Underwear	Girls' Underwear	" Corsets	" Aprons
" Braces	" Dresses	" Corset Covers	
" Sweaters		" House Dresses	
Hair Pins	Crochet Cotton	Toys	Dress Fastners
Dressing Combs	Brooches	Mirrors	Shirt Buttons
Fine Tooth Combs	Hat Pins	Playing Cards	Neck Beads, assorted
	Cushion Tops		

SLATTERY'S

Wholesale Dry Goods House.

P.O. Box 236. Dackworth and Georges Sts. Phone 522.