

A Remarkable Vessel An Unbeaten Record

(H. F. SHORTIS.)

Was it chance that brought the Brigantine "Charles W. Oulton" to Harbor Grace on the 5th day of October, 1874? She was a new vessel of 194 tons register first launched in Nova Scotia and brought a load of lumber from Pugwash and was commanded by Capt. McKenzie. That she was brought down for sale we have no record, as Capt. McKenzie as soon as her lumber was discharged chartered her to John Munn and she was at once put on the berth to load oil for Liverpool, England. She was quickly loaded and ready to sail, getting away on October 5th.

Strange to say, I do not know under what circumstances, but she had for first mate a man who a few years later was to make history in this same vessel. This man was Charles Layton. Layton was not a young man by any means as he had been sailing for years as Master of Ridley's vessels out of this same Harbour. No doubt, owing to Ridley's closing he was open for a position and ready to work himself in and went as Mate in this new Brigantine. Anyway we find him on board and we will hear much of him later on.

The voyage across in November was very stormy and the vessel met much damage, being badly torn up and moreover the British Board of Trade coming down and taking a hand in the repairs, ordered much to be done with her, such as iron straps, six on each

side from deck to keelson, butts fastened by copper bolts, etc., etc. These things, together with the repairs to sails, mast and spars soon ate up the oil freight, and when the owners in Nova Scotia were called on for more money they were not able to respond, and so work was at a standstill. William Tarbet, agents of John Munn & Co., were appealed to, and had to come to the rescue, and with the consent of Mr. Munn advanced the money for the necessary repairs on the security of a bottomry bond on the vessel, guaranteeing it would be repaid on the completion of the next voyage. I think the Bond called for £2900.00 so work was completed and the vessel was chartered to take out to Hr. Grace a full cargo of spring goods. She was soon on her way out again, but in all her life this was the longest and most unfortunate passage she was to make, leaving Liverpool early in February she met ice on the Banks and no matter how she would work it she was unable to get in, and after some weeks she was fortunate enough to get into Halifax, N.S., where again, after her hard time, she required fitting out and so ran away with what was left of her outward freight. The hard voyage and anxiety was too much for Capt. McKenzie so he turned the command over to Layton, who in time brought her safely to Hr. Grace, arriving there on April 26th. On her arrival

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there the owners were appealed to for to liquidate the Bottomry Bond, but were not able to do so in any way. It was then decided that Mr. Munn would again send her to Liverpool on the understanding that the vessel would be sold there and John Munn & Co. reimbursed. She left Hr. Grace on May 11th and made a good run over and on discharging the vessel was put up for sale. She lay there for six weeks with a broom to the mast head, and no purchase in view till W. F. Munn, who was there, decided that they would buy Mr. Oulton and Capt. McKenzie out and take her for their own trade, so she arrived back to Hr. Grace in August, 1875. Capt. Keefe was placed in command and he held her till March, 1877, making five round voyages to Liverpool. He then handed

her over to Capt. William Hennessey. The "Oulton" did good work under these two men, never meeting any mishap and always going backwards and forwards to and from Liverpool, with one exception, when Capt. Hennessey took a load of herring to New York from Labrador. Capt. Hennessey retired in 1878, and took up the Labrador business. In starting that business (establishment) at Turnavie, where he was always noted for the excellent quality of fish shipped, unexcelled by any part of the coast for its cleanliness and whiteness.

It was in April, 1878 that Hennessey retired and our old friend Charles Layton was given charge. I can quite imagine John Munn with his stick under his arm, calling Layton into his private office and giving him a lecture, saying this fine ship was for him, but he must keep up to Keefe and Hennessey and make good passages as these veterans, little thinking that Layton was going to beat them all, yes, and everyone else and make a record that would live for all time that sailing vessels were to sail, as I am sure Layton's record was never beaten nor ever will be.

I can give you the facts and figures for anyone who would care to dispute me, and so will give some of them to you now. If anyone can prove that I am not right in what I say I will eat my hat.

Layton took the "Oulton" in April 26th, 1878. In 1878 she made—on ten months—she made three voyages to Liverpool and back and also a Sydney trip for a load of coal. The round was 67 days on the first and 79 days for the second and third. But the "Oulton" is not into her stride yet. Layton has better work than this.

The next year 1879, she left Harbor Grace on Feb. 15th, the run to Liverpool is in 18 days, her next trip from Hr. Grace is in May and 15 days is her run to Liverpool; in all she made in this year of ten and a half months four round trips to Liverpool and back.

Leaving Hr. Grace in January 28th, 1880, she is again in Liverpool in 16 days and back again to Hr. Grace on April 22nd. On June 1st she is again East bound and completes, a round of 60 days. Fifty-five days is the next round trip bringing her home on Oct. 16th. Twenty days for a Sydney trip and on the Oil berth again loading for England, and in January she completes her fourth round trip and also a Sydney trip, for the year.

In 1881 she leaves Hr. Grace Feb. 14th; 20 days sees her safely in the old St. George's Dock where the big Liverpool Board of Trade Offices now stand. This trip has been very stormy. She reports damage and detention, but April 19th sees her home again, 45 days on the round. May 26th sails again and in 12 days is at Bristol, where she gets reclassified. She is home again on August 2nd and only 12 days on her next run to Bristol. By Jan. 14th, 1882 she has completed her four voyages for 11 months.

In 1882, from Jan. 31st to Jan. 11th she again makes her four voyages. Her four passages eastward from Hr. Grace to England done in 16 days. One takes 17 and the last 14.

In 1883, from Feb. 3rd to the 18th is 15 days; in these few days the "Oulton" was running from Harbor Grace to Plymouth. On April 4th she leaves Liverpool with the spring goods and arrives in Hr. Grace on May 6th. As usual she finishes up her round of four trips in one year and one day.

In 1874 she starts out again on Feb. 25th and in 11 months, she has three voyages and a Sydney trip to her credit.

For 1885, in 11 months, she has her four voyages, 2 to Liverpool and 2 to Bristol, the rounds being 72 days, 61 days, 67 and 51 days for each.

In 1886 she leaves Hr. Grace March 8th, a round is completed in 53 days, only 15 days from Liverpool to Renew, where she put in for ice on April 30th.

The next trip, 13 days going East to Bristol; the next 18 days and the next 16, finishing up her four trips on Feb. 2nd. On this trip she lost

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one of her men, Wiseman, on the Banks near the Virgins, in fact it is said she ran over one of the shoals near these Rocks.

Now, in 1887, A short trip to Barbados, quite a change for Capt. Layton, but July sees him again in Bristol, having run over in 12 days, and back to Hr. Grace in a round of 56 days. I have shown you a record of Atlantic voyages from April, 1878. The "C. W. Oulton" has done good work and so has Capt. Layton. There is a record in the last 9 years which as I said before has never been equalled, nor will ever be beaten by a sailing ship.

Layton has made his last voyage and sorrowing men carry him ashore on the 21st of August, 1887. He never rises from his bed and soon passes the journey from which no wanderer returns.

In the nine years that he commanded the "Charles W. Oulton" he has crossed the Atlantic 70 times, once to Barbados and 4 intermediate, 3 being to Sydney and one on the English coast.

Who can beat this for a record? I have not at hand the full record of days in each voyage, but in the 35 round trips the longest I can find is on two occasions, one was 22 days, but he has dropped his anchor in 12 days on more than one occasion, and Capt. Clear has several times been on his beam in the 9 days. Coming West the time has been longer, but he never allowed his vessel to miss her step once, never put in anywhere before Hr. Grace, his home port, excepting on two occasions when he once reached St. John's with stem injured by ice, and when again he anchored on April 20th, 1885, at Renew, 15 days from Bristol, on account of ice.

Capt. Bill Fitzgerald now takes the "Oulton"; he is an able student of Layton and has been made with him. He beats all her runs by coming home again in 46 days. Capt. Bill Fitzgerald holds her for two years, with good luck to Barbados, to Plymouth and Labrador, etc. In June, 1889, he is sent to Nova Scotia for a cargo of lumber. Two ships, the "Anastasia" and "Resolute" had al-

ready been lost on the quest of this cargo. The "Oulton" got it on board but the treacherous fogs and currents of St. Mary's Bay, dragged him in on the rugged rocks of Golden Bay, where he was forced ashore, and abandoned as a total loss.

So ends the log of the good old "Oulton," July 10th, 1889.

Of all the seafaring men who sailed on the "Oulton," I know of only two alive to-day, viz. Magistrate Squarey, of Channel, who was mate with Capt. Layton, and John Butler, the trusted watchman in the employ of Baine, Johnston & Co. of this city, as fine a sailor as ever reeled a sail when the storm was at its height.

Englishmen Break Through Crowd

AND SHAKE HANDS WITH KING.

London, May 18. (C.P.)—In connection with the action of two Englishmen who broke through a cheering crowd at the British Empire Exhibition Saturday night and shook hands with the King when the royal party was making a tour of the grounds, the unmistakably instant disapproval which the throng displayed towards his Majesty's two impulsive subjects, will probably prevent a repetition of such incidents in the future. The great crowd of Londoners who witnessed the incident of Thursday, when an American visitor from Iowa, presumably a stranger in the country, thrust himself forward and grasped the hand of the King who was visiting the Fair, were disposed to be tolerant, but they are likely to be otherwise when their own countrymen overstep conventions.

Despite the hard things which are sometimes said about their manners by folk who come here from a distance, Londoners are always careful to maintain their self-possession and dignity in the mass when in the presence of members of the royal house, or indeed of eminent people of any rank. One commentator said, "If democracy is to command respect it must make possible the reign of courtesy and universal recognition of human dignity. Every man is to be treated as an equal for no other reason than his possession of a personality. To suppose that a king is to be approached with a display of familiarity, which we should blush to bestow upon a stranger of whatever his station in life, is to make a travesty of an ennobled principle of human conduct."

Fatal Accidents on C. N. R.

DURING APRIL THIRTEEN PERSONS WERE KILLED, AND 199 INJURED.

Ottawa, May 17.—The total number of accidents reported on Canadian railways for the month of April in the return just issued by the Board of Railway Commissioners, is 156, involving the death of 13 people and injuries to 199. Of the killed one was a passenger, one an employee and eleven "others."

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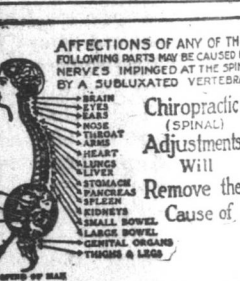
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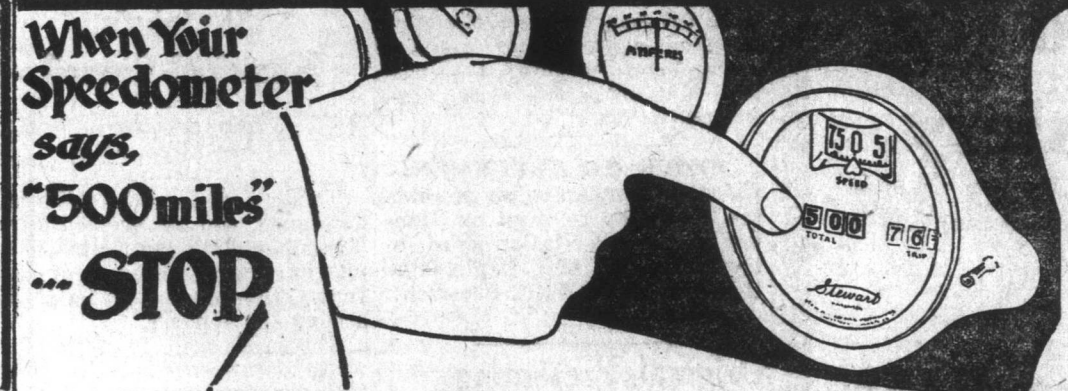
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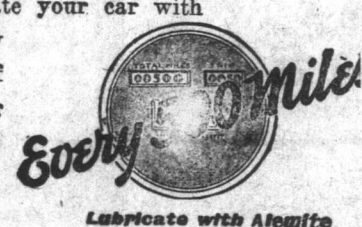
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