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Old Time Shipbuilding in Newfoundland

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

BY JAMES MURPHY Heart's Content and she sailed out Not only was Kearney a constructor of the employ of William and Henry till dark for Musketry Prac- of vessels, but he was an inventor as Thomas, who had a large mercantile well. He invented a waistcoat, which premises, where the business of the tice until further notice. All was supposed to keep a man afloat in F. P. U. is being now conducted. The unauthorized persons are the water, should he fall in, at the Naomi, named after a daughter of icefields or fall over the side of a Capt. William Munden, of Prigus, therefore prohibited from vessel. In London some years after who was the wife of John Munn Esq., approaching the Range with- Kearney invented this waistcoat a coat was also built by Kearney. The in 200 yards from either side was made of rubber of the same pat-Glide, the first vessel to take emitern and was used with success in grants out of Hr. Grace. This was or within 1,000 yards of the British shipping circles. Kearney also in the year 1849. She was repaired Targets to the eastward. Any invented an instrument for lacing up by Kearney and was commanded by unauthorized persons so do- a tow of seals; with this instrument Capt. Edward Pike and took to New one man could lace up more than four York some fifty passengers. ing will be liable to arrest, men in a given time. He also made The brig. Hope, was built in the

ship which was on exhibition in New Greenspond, B.B. She measured 111 danger from rifle bullets. York in the fifties. Mr. Michael Con- tons, and was said to be a very nand-This prohibition does not ex- don, of Cape Broyle, is a grandson of some looking vessel. The Hope was built for the firm of Brooking & Sons In 1852 Kearney launched the who had a mercantile premises at St west of the 1,000 yards firing "Thomas Ridley" from the dockyard John's East, where Harvey's prem-

of the Hon, John Rorke at Carbonear, ises now stand. Mr. Rorke was the grandfather of J. A vessel called the "Iron Duke," call-R. Goodison Esq., Speaker of the ed after the Duke of Wellington, was JOHN SULLIVAN. House of Assembly and was born at launched at Wood's dockyard in 1852 Inspector-Genl. Constby. Athlone, Ireland. He married a sister The dockyard was famous for the conof the Rev. Philip Toeque, one of struction of vessels. The Iron Duke Newfoundland historians. When the was launched in October. A large Captain (in charge of signal for the removing of the trips gathering of St. John's people aswere given the "Thomas Ridley" took sembled to see the launching. "the water like a thing of life." 'Ed- daughter of Mr. Woods christened ward Earl Brown Esq., H.M.C., chris- the Iron Duke: with the British enened the vessel. The Carbonear band sign, the flags of Job Bros & Co

was in attendance and played some Brooking & Sons and the Temperance spirited airs. Up to that date the flags floated at her masthead. The 'Thomas Ridley", so the newspapers Iron Duke was owned by Stephen had stated was the largest sealer in March Esq. Sometime after her conthe Island. She was 106 feet long, struction she collided with the Lady 24 feet 6 inches wide and 12 feet 6 Marchent, a steamer which in those inches deep. She was 260 tons old years ran back and forth to parts in measurement and 170 tons new meas- Conception Bay, both vessels being urement. When the "Thomas Ridley" slightly injured. A brig. called the was launched Kearney addressed the Anglo was launched in 1852 at Trinmultitude who had witnessed the ity from the dockyard of Robt. Slade sight. He said: "I compliment the & Company. Another stout brig of natowner of the brig. "Thomas Ridley" ive construction was the Calypso. A on the enterprise and the spirit splendid vessel was built at Carbonwhich have marked his career as a ear called the Morning Star. Sh so much wisdom. I appeal to the ing that she "took the water gallanthardy fishermen of Conception Bay ly." Joseph Walker was her builder, whether, on a tempestuous night and she was launched on the 19th of Feb.

ive" was built by William Hopkins at four score out fishing every day. The

The "Echo" was built by Kearney constructed under the supervision of the proprietor of Newfoundland at Carbonear in 1853. This was a ves- John Bemister of the firm of Bemis- Patent, Number 205, of 1914, for sel belonging to Hon. John Rorke, ter & Co. and built for the firm of "Improvements in methods of She was launched in the month of Pack, Gosse and Fifer of Carbonear. freezing and refrigerating easily October. The same year the brig. In 1865 a vessel was built by damaged food commodities" is "Sarah McBride" was launched from Kearney at Hr. Grace for the firm of prepared to bring the said inventhe dockyard of Stephen Rendell, William Donnelly. She was christen- tion into operation in this Colony Hant's Hr., Trinity Bay. The "Sarah ed by Mrs. Donnelly, the wife of the and to license the right of using McBride" was built by Geo. Pittman owner, who broke a bottle of wine the same on reasonable terms or and was owned by Mr. Wm. Wells of on her bows. As she was taking the Cupids, Conception Bay. Two more water her flag was unfurled and on vessels were on the stocks at Hant's it the name of Wm. Donnelly was ber, 1916. Hr. at the same date. Another well seen. In those olden days the fishknown vessel in her day was the ermen were a strong robust people. "Thomas Arthur". She was built at In a sketch entitled "A Sabbath in Heart's Content for Mr. Moore and Newfoundland in 1819". The writer, ADDRESS:was planned by his brother, James Mr. Scollsaid, was several weeks in Moore, who also directed her con- Newfoundland and he saw men of struction. A vessel called the "Nat- three score and ten, and four men of

as strong as their forefathers. This fact is undeniable and they seem to become weaker as the years go by.

Speaking of Newfoundland in general manner in the sixties, Bishop Mullock said: "The fishery is found here better than in any part of the world-the bays and harbors, the vicinity of the great breeding grounds the abundance of wood adapted for boat building, cooperage, flakes and stages, the bracing winds, an absence of burning sun for drying the rocky ledges, the feeding ground of the cod, and above all the hardy daring sons of the soil, men nurtured in danger, the severest hardships are only sport, who know no danger, who tread the on their native soil and yearly underthan usually falls to the lot of the most daring through their entire lives.

OBITUARY

(To the Editor) Dear Sir,-Kindly grant me space in your columns to record the death of Bro. Ananias George, of Whiteway,

and was 64 years of age; he had been ailing for about ten years but the final attack, which ended in his esteem to one of their brotherhood. who labour in the forests and behind

Oct 7th., 1916.

S.S. Crandley arrived at Betwood Wednesday Oct. 4th at 10 p.m. with a full load of general cargo, consigned

S.S. Alconda arrived Thursday evning and will load pulp and paper

A very pretty wedding took place at Norris Arm on Tuesday, October 3rd., when Miss Marguerite Christiansen was united in Holy Matrimony to Mr. R. Storm, brother of Capt. Storm of Park and Storm, Norway. The ceremony was performed by the Anglican clergyman, Rev. Gardner

Most of the western banking leet which had been fishing from the Westward on Labrador, returned recently, all with fairly good catches.

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sep27, w,tf

PATENT NOTICE

ity and security of the "Safe- Newfoundland vessel as they would was the "Princess Royal" built at NOTICE is hereby given that Anton Jensenius Andreas Ota strong and massive vessel and was tesen, of Copenhagen, Denmark, to sell the same.

Dated the 26th day of Septem-

CONROY & HIGGINS, Solicitors for Patentee.

Oke Building, Duckworth Street, St. John's.

TRAVELLING

(To the Editor) Dear Sir,-Not long since I had occasion to take passage on the "Sagona from Pack's Harbour to Grady, a dis tance of about 21 or 22 miles. I ask ed the purcer what was the fare and he said 85c. second class, I asked him why was it so much. He said it is two cents a mile. He said I had to pay as though the steamer went up to Cartwright and back to Grady She did not go to Cartwright, neither is it on her route going south. What sence is there in making one pay for milage that he did not travel? Would Mr. Reid or the purser pay a man for work he did not do? Yet in my mind it would be just as consistant to pay 85c. to go 21 miles second class. JOHN C. MESHER.

An Appeal to All Who Labor

Sir,-I ask space through your col

umns to appeal to my fellow labour ers, fishermen, in fact all those who pursue the more menial tasks an common sounds of work-a-day life Are you aware that in you are the possibilities of this country of oursdeath, lasted for only three weeks. a country not to be despised. Are He was a member of the Loyal Or- you aware that it is you who keep ange Association, and a number of going the various industries of the that society attended the funeral ser- Colony, who digest mines, who wrest vice, and paid their last respects and from the deep its precious products is with "Our Boys," and is now in heritage of this fair country. Its re-Scotland. The funeral service was sources, its undreamt of possibilities conducted by Rev. Mr. Sticking, from must or should be directed by you. Heart's Delight. To the sorrowing The heritage of future generation lies relatives and friends we extend our in your hands. I say in, although against anything, and anyone that desolation. You have, I say, vested others with this authority, this trust But have they held this trust sacred? Has there been no side-tracking from path of duty by those in office? Have Will You Help a they not allowed themselves to sacrifice your interests to those who cared not a straw but for personal gain, and merely for the money that has gone into their own pockets. Are you not being daily robbed of that which is yours by right, by labour? And are you satisfied with the present and future prospects, or do you want the aware that those who sit on high places are not all saints, but a great many of you are I fear ignorant of the true workings; or if not, ignorant only partially enlightened.

in and enthusiasm of public affairs future. as will ultimately mean the uprooting

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ST. JOHN'S BRANCH - WATER STREET

(To the Editor)

Dear Sir,-Will you please publish Sept 11 with about 200 qtls of fish for a crew of five men. On the night of Sept. 12 in a strong breeze of N. E. wind she parted her chains and drift-

ed across to Seal Island, in Newman's Sound reach, where she be-Brother Toiler? came a total wreck., Mr. Matchim practically lost all his fish, besides a motor boat, oil clothes, fishing boots and everything necessary for the summer's voyage, as they had nothing your columns an account of the taken out of her on account of the loss of Friend Wm. Matchim's schoon- stormy weather. There was no in-He arrived from the Labrador on surance and the loss is a heavy one

If any council care to contribute a little towards helping out Friend of wretched customs and the annihila- the same will be thankfully received I propose through these columns tion of stupid laws. You will hear and acknowledged by WM. MOSS. to try and arouse sufficient interest from me more definitely in the near chairman; or W. J. BABSTOCK, secretary Combined Council Salvage Bay, Oct. 7.

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