

Murphy's Old Carbonear.



PUBLISHED BY JAMES MURPHY,
ST. JOHN'S, NEWFOUNDLAND,
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Murphy's Old Carbonear.

THE first week of January, 1916, I had published in the *Daily News*, of St. John's, some items in relation to the past history of my native birth place—Carbonear. Deeming it advisable to place those items in pamphlet form, I have done so, though meagre, yet I know that they will be acceptable to all classes of the community. From notes by the late Rev. Philip Tocque, I extracted the following:—

The rev. gentleman says in one of his publications on Carbonear, "The town next in importance to Harbor Grace is Carbonear, which ranked a little higher in population in 1845, and until within the last few years always stood higher as a place of commerce. When the French fleet attacked and destroyed St. John's in 1696 the British settlers at Carbonear successfully resisted the French Commander. Again in 1706, when La Ovide, the Commander of the French fleet, destroyed every other British settlement in the Island, Carbonear defended itself and repelled all attacks. In 1762, however, in common with all other ports of the Island, this hitherto impregnable fortress was taken by the French. In 1762 Charles Garland, Esq., of Harbor Grace, supported a detachment of whom were garrisoned on Carbonear Island at the mouth of the harbor. Mr. Garland paid, fed, and supported the men when provisions were scarce and dear. He raised a number of sailors for the temporary use of the

navy." The writer has often seen some of the cannon, the remains of the fortifications erected on Carbonear Island.

Carbonear was once a *Town* of great commercial importance. The merchants at one period used to send to St. John's to purchase fish and oil to load their vessels. 'Tis said that two of the Carbonear merchants, George and James Kemp, returned to England with a fortune of \$80,000 or \$150,000 each. For many years Carbonear was blessed with a valuable circulating library, established mainly by the late John Elson, Esq., a gentleman of extensive literary acquirements and one of the principals in the respectable and long established firm of Slade, Elson & Co. P. Gosse, Esq., M.R.S., was in this establishment several years afterwards. One of the English naturalists and author of several valuable works—Rev. Philip Tocque—was a historian and a native of Carbonear. In my book on the "Old Sealing Days," I said that in the early part of the last century that Carbonear came next to St. John's as a town of commercial importance. I notice that in the thirties that seventy-seven sail of vessels left Carbonear for the seal fishery, among the names of the captains were my father's people (on his mother's side) the Pikes, who were noted seal killers. The following is a true list of the vessels belonging to Carbonear nearly fifty years ago:

Elizabeth, Captain William Roberts.
 Caledonia, Capt. Patk. Scanlan.
 Fanny, Capt. W. P. Taylor.
 Margaret, Capt. Daniel Lacey.
 Faith, Capt. Solomon Dean.
 Earl Grey, Capt. John Donnelly.
 Frederick, Capt. G. Blundon.
 Trial, Capt. Edward Pike.

Sir Howard Douglas, Capt. Edwin Dwyer
 Caroline, Capt. E. Hanrahan.
 Alpha, Capt. R. Parsons.
 Fortitude, Capt. George Pike.
 Dewsbury, Capt. N. Nicholl.
 Julia, Capt. R. Taylor.
 Dart, Capt. George Penny.
 St. Ann, Capt. John Moran.
 William the Fourth, Capt. Samuel Clarke.
 Joseph, Capt. William Clark.
 Lavina, Capt. Frank Taylor.
 Eliza Ann, Capt. W. Meaney.
 Adelaide, Capt. W. Udell.
 Lark, Capt. Jas. Pearce.
 Thirteen Brothers and Sisters, Capt. Thomas Oates.
 Codfish, Capt. Henry Cole.
 Britannia, Capt. W. Howell.
 Waterloo, Capt. Henry Ash.
 George Lewis, Capt. Nicholas Ash.
 George, Capt. James Kehoe.
 Ann, Capt. John Whalen.
 Ambrose, Capt. John Squires.
 Frederic, Capt. Patk. Meaney.
 Benjamin, Capt. Francis Howell.
 Hero, Capt. Edwin Barrett.
 Corfe Mullin, Capt. Thomas Finn.
 Fox, Capt. James Howell.
 Neptune, Capt. J. Hanrahan.
 Minerva, Capt. George Joyce.
 Philantrophy, Capt. J. Nicholl.
 Charlotte, Capt. Jas. Jillett.
 Clinker, Capt. William Butt.
 Morning Star, Capt. Wm. Burden.
 Elizabeth M., Capt. W. S. Bemister.
 Alice, Capt. R. Bransfield.
 Avon, Capt. W. Davis,
 May, Capt. R. Bransfield.
 Fair Cambrian, Capt. V. McCarthy.
 Greyhound, Capt. C. McCarthy.

Reindeer, Capt. Edwin Guiney.
Agenoria, Capt. John Hudson.
Mary Anne and Martha, Capt. Sciomon Taylor.
Julia Ann, Capt. John Kennedy.
Sweet Home, Capt. John Moores.
Experiment, Capt. W. Davis, sr.
Tyro, Capt. Thomas Pike, jr.
John, Capt. John Penny.
Sally, Capt. James Forward.
Ethiopian, Capt. John Parsons.
Shannon, Capt. Francis Pike.
Cornelia, Capt. Thomas Robbins.
Wanderer, Capt. Chas. Davis.
Hunter, Capt. George Davis.
Eliza, Capt. C. Noel.
Ranger, Capt. John Kennedy.
Amelia, Capt. John Pelley.
Jubilee, Capt. John Perry.
Eagle, Capt. Cal. McCarthy.
Pandora, Capt. W. Penney.
Caroline, Capt. W. Ash.
Mary, Capt. Thomas Luther.
Active, Capt. William Squires.
Nancy, Capt. Robert George.
Good Intent, Capt. Nich. Howell.
Catherine and Margaret, Capt. C. McCarthy.
Hope, Capt. D. Clark.
Rambler, Capt. R. Marshall.
Venus, Capt. H. Parsons.
Maria, Capt. W. Beckell.

Flags were presented in those years to the Captain of the vessel which brought in the heaviest trip of seals. I find that in 1834, Capt. William Butt, of the "Elizabeth," of Carbonear, was presented with a flag by the Commercial Society because he did, in the previous spring, bring into port the heaviest weight of seals, for the number of his crew, than any other vessel out of that port. It was a beautiful crimson flag, and on being presented to Capt. Butt, Thomas Chancey, Esq., President of the Commercial Society, said as follows: "You have been requested to give your attendance here to-day for the purpose of receiving from the Commercial Society of this town a silk flag, as a present and as a reward for your perseverance and industry in bringing to this harbor last spring in the schr. "Elizabeth" under your command a larger quantity, net weight, of seals than any other vessel sailing from this port."

Shipbuilding was carried on extensively at Carbonear. It was here that the well known brig "Thomas Ridley" was built in 1852, for the grandfather of Hon. John R. Goodison, M.H.A.—the late Hon. John Rorke. The late Michael Kearney built the "Thomas Ridley." Kearney was a celebrated builder and constructed some of the finest vessels sailing from Newfoundland. The following is a full description of the launching of the "Thomas Ridley."

"In February, 1852, Kearney launched the "Thomas Ridley" from Rorke's dockyard. Kearney gave the signal for removing the trips, and the "Thomas Ridley" took the water "like a thing of life." Edward Earl Brown, Esq., H.M.C., christened the vessel. The Carbonear band was in attendance and played some spirited airs.

Up to that time the newspapers stated that she was the largest sealer in the Island. She was 106 feet long, 24 feet 6 inches in breadth, 12 feet 6 inches deep, 260 tons old measurement and 170 tons new measurement. When the "Thomas Ridley" was launched Kearney addressed the multitude who witnessed the sight. He said: 'I compliment the owner of the Brig "Thomas Ridley" on the enterprise and the spirit which have marked his career as a supplying merchant, and hoped that he would live long to perfect the plans which he had mapped out for himself with so much wisdom. I appeal to the hardy fishermen of Conception Bay whether on a tempestuous night and amidst rolling icebergs, they would not feel as comfortable on board a Newfoundland vessel as they would on board a vessel from the neighbouring provinces.'

The late Hon. John Rorke was born at Athlone, Ireland, in the year 1807, and at eighteen years of age he came out to Newfoundland. He entered the firm of William Bennett, an old North of Ireland merchant. Mr. Rorke married in 1830, Mary, sister of the Rev. Philip Tocque. The ceremony was performed at St. James Church by the Rev. Mr. Burt. Two other well known commercial firms in the sixties were Duff & Balmer, and J. & R. Maddock. Mr. Duff was a Scotchman, he came out to the firm of Patterson & Foster, the Maddock Brothers were natives of Devonshire. Carbonear had some of the best school teachers at one time in all Newfoundland, the late Hon. Thomas Talbot taught school at Carbonear for many years. The father of J. E. Peters, Esq., of St. John's, taught school at Carbonear, and from that gentleman my mother received her education. Professor O'Donovan, an Irishman, and grandfather of Messrs. William and

Walter Kelly of St. John's, educated the youth not only of Carbonear but many from St. John's as well, and from other parts of the Island. The late Laurence Mackey, Esq., J.P., was another clever teacher, to him I went in my boyhood days. Last, though by no means least, my friend Hon. J. A. Robinson gave many years to the uplifting of the youth of Carbonear as a school teacher. Mr. Robinson came from the Old Country in the eighties in the *Nova Scotian*, owned by the Allen Line. The Hon. gentleman is married to Miss Taylor, one of Carbonear's fair daughters, both are in the best of health, that they may continue so for many years to come is the sincere wish of the writer. James Doyle, Edmund Phelan, Maurice Doyle and Furlong & Reville, were the owners of packet boats which plied before the days of steam between Carbonear and Portugal Cove. The "Nora Creina," "St. Patrick" and the "Native Lass" were the names of the packet boats. The fare across the Bay was seven and six-pence, servants and children five shillings each, single letters six-pence, double letters one shilling and parcels in proportion to their weight. Thomas Fleming had a coach named "Victoria," which ran between Carbonear and Harbor Grace; and he plied a sleigh in the winter time named "Lord Durham." The fare was two shillings, and for conveying a letter, three-pence. A Commercial Society was organized at Carbonear in 1834. In those years many vessels often returned to port on St. Patrick's Day laden with seals. I notice that over eighty years ago the following named vessels arrived:—"Ranger," Kennedy, 2,840; "St. Ann," Moran, 3,700; "May," Bransfield, 3,000; "Lady of the Lake," Taylor, 4,000; "Fortitude," Taylor, 2,125.

In 1844 the Methodist people held a grand temperance demonstration; when passing by the Roman Catholic Church the band of the Society played "Patrick's Day" in honor of Father Gleeson. The Protestant merchants of Carbonear gave liberally of their money to the Irish Society to be expended for charitable purposes. Firms like Pack, Gosse & Fryer, Walmsley & Co., William Bemister & Co., and the Protestant clergymen were ever foremost in their liberality for a good cause. At one time Carbonear possessed two newspapers *Star* and *Sentinel* and in the eighties a man named Brennan published the *Carbonear Herald*.

Carbonear gave to Newfoundland many clever men, who have made their mark in Church and State. A newspaper published by one of the Winton brothers at St. John's in the sixties, said of one of Carbonear's sons: "There is now living in London one of England's most distinguished naturalists by name Philip Henry Gosse, F.R.S., and one of the most fascinating of living writers on natural history." The late Father Frank Ryan, called the silver tongued priest of Canada, and the great historian—Rev. Philip Tocque, were natives of Carbonear. Many Priests were born there. Many Clergymen of the Protestant denomination claim Carbonear for their birth place, and for producing master mariners "The little town under the hill" stands unrivalled in her power, for the number of the sons of Neptune which have followed the sea for their calling.

The Rev. Philip Tocque delivered an address to the Athenaeum at St. John's in 1890, and in speaking at Carbonear the rev. gentlemen said: "Everyone in Newfoundland thought when we got a local government in

1832 that we would advance equal to Nova Scotia and New Brunswick. It created great excitement at Carbonear, some of the merchants went into the woods near Beaver Pond about three miles from town, and each spotted trees and marked them with their name in full for a farm of half a mile. My name was painted in black for a half-mile farm. Four men came on provisions and liquors, they made a roaring fire and we regaled ourselves with toasted beef, fowls, etc., and had a very jolly time. Next year Mr. Chancey sent over twelve men who spent some weeks cutting down trees on the farm he had taken up but there the work ended, until within the last few years when quite a thriving settlement has sprung up on the choic farms called Victoria Village, which is three miles from Carbonear on the Heart's Content Road." A native society was organized in Carbonear in the forties,—W. H. Taylor, President; Daniel O'Connell, Vice-President; Nicholas Nicholle, second Vice-President; Officers:—Edward Pike, John Bransfield, Alphered Parsons, and John Bemister. President Taylor said at a meeting of the society:—"Come forward fellow natives and let us work for our country's good, let us cheerfully contribute to relieve the orphan and the widow." There are many incidents concerning my native town which I must leave for some future day when I may be enabled to give them publicity in a larger pamphlet.

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A. A. PARSONS, Superintendent.

Newfoundland Penitentiary, August, 1916.

Newfoundland Notice to Mariners.

(No. 9, of 1915)

CHANGE ISLANDS, FOGO.

Longitude, 54° 25' W.; Latitude, 49° 40' N.

Notice is hereby given that a Fixed Green Light is to be placed on the Northern side of the Western entrance of Change Islands Tickle during the month of November.

Character—A duplex burner inside a square lantern.

Structure—A post eight feet in height, painted white.

Remarks—This light is a temporary one and will be exhibited until the closing of navigation this season.

Authority—Inspector of Lighthouses.

A. W. PICCOTT,

Minister Marine and Fisheries.

Department Marine and Fisheries,
St. John's, Nfld., Nov. 6th, 1915.

CUSTOMS CIRCULAR

✿ No. 15 ✿

When Tourists, Anglers and Sportsmen arriving in this Colony bring with them Cameras, Bicycles, Anglers' Outfits, Troutng Gear, Fire Arms and Ammunition, Tents, Canoes and Implements, they shall be admitted under the following conditions:—

A deposit equal to the duty shall be taken on such articles as Cameras, Bicycles, Troutng Poles, Fire Arms, Tents, Canoes, and tent equipage. A receipt (No. 1) according to the form attached shall be given for the deposit and the particulars of the articles shall be noted in the receipt as well as in the marginal cheques. Receipt No. 2 if taken at an outport office shall be mailed at once directed to the Assistant Collector, St. John's; if taken in St. John's the Receipt No. 2 shall be sent to the Landing Surveyor.

Upon the departure from the Colony of the Tourist, Angler or Sportsman, he may obtain a refund of the deposit by presenting the articles at the Port of Exit and having them compared with the receipt. The Examining Officer shall initial on the receipt the result of his examination and upon its correctness being ascertained the refund may be made.

No groceries, canned goods, wines, spirits or provisions of any kind will be admitted free and no deposit for a refund may be taken upon such articles.

Custom House, St. John's, Nfld., July, 1916.

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Geo. M. Barr, Agent.

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General Manager,

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E. J. HORWOOD,

Water Street, opposite Prescott Street,

You will find the best

Groceries and Provisions

to be found in St. John's.

The proprietor is a genial person, and you
would do well to give him a call.

Constabulary Notice!

Inflammable Oils.

IT IS AN OFFENCE punishable by a fine not exceeding \$200 for any person to have in his possession or under his control or keep in any building in this Colony, except in a building whose site and construction are approved of by the Governor in Council more than FIVE barrels or tierces, or an equivalent quantity of gasoline, paraffin, naphtha or other inflammable oils.

Within the limits of the town of St. John's, Harbor Grace, Carbonear and Brigus, the limit is two barrels or tierces or their equivalent, except in any building situate between southside of Water St., St. John's, Harbor Grace or Carbonear, or on board vessels in these harbors where the limit is FIVE barrels or tierces or their equivalent. (See Inflammable Oil Act of 1897.)

PROVIDED, HOWEVER, that it shall be lawful for any person to have in his possession a quantity of gasoline not exceeding fifty gallons, provided that such gasoline is kept in a secure iron can and stored in the open air, and that the can and the place of storage is approved by the Inspector General of Constabulary. Punishment on Conviction: A fine of fifty dollars, or in default of payment, imprisonment not exceeding three months. (See Inflammable Oil Act, 1911.)

JOHN SULLIVAN,
Inspector General of Constabulary.

Newfoundland Postal Telegraph Service.

Postal Telegraph Offices are operated throughout the Colony at all the principal places. Messages of ten words not including address or signature, are forwarded for Twenty Cents, and two cents for each additional word. A Government Cable to Canso, Cape Breton, connects with the Commercial Cable Company's system to all parts of the world. There is no more efficient telegraph service in existence. A Ten Word Message to Canada, exclusive of signature and address, costs from 55 cents to \$1.00. A ten word message to the United States, exclusive of signature and address costs from \$1.00 to \$1.50 To Great Britain, France or Germany, 25 cents per word. Telegrams are transmitted by means of the Wireless Service during the summer season, and all the year round to steamers equipped with the wireless apparatus, which are due within the radius of each wireless station at Cape Ray and Cape Ray.

Night Lettergrams.

Night Lettergrams or Messages not exceeding fifty words may be transmitted during the night while the office is closed for regular business, and are sent at the same rate as ten words in the daytime. Night Lettergrams are accepted by the Commercial Cable Company or any of the Newfoundland Cable connections in the United States to all Postal Offices in Newfoundland. They must be written in plain English, Code or Cipher words not being permitted. Telegraph forms may be obtained at the Post Office and from Mail Clerks on Trains or Steamers, and the sender wishes the messages may be left with the P. M. to be forwarded by first mail to the nearest Telegraph Office free of postage.

H. J. B. WOODS,

Postmaster General.