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Centre for Nfld Studies

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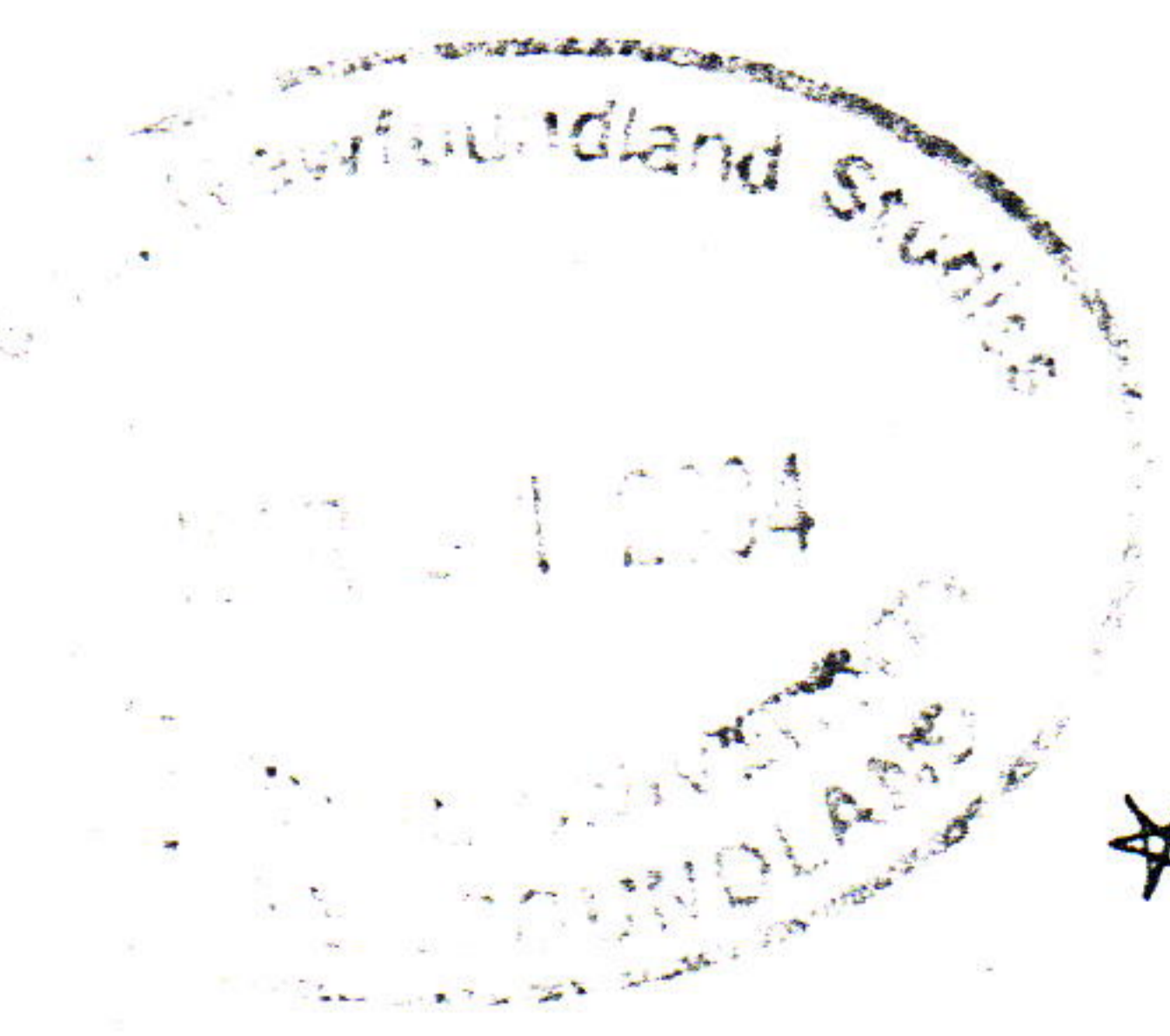
The pleasure I feel this evening in addressing the people of Carbonear is enhanced by the fact that I was born and brought up a next door neighbor of yours. I need not remind any of you that my birth-place was Harbor Grace. My youth and early manhood were spent there. My education was received in the Grammar School of that city, under the able tuition of the late Mr. Roddick a man who, I am bold to say, has never had a superior as a teacher in this Newfoundland of ours. I have always through the whole course of my life felt proud of two things, that I was born in Mr. Grace, and received by education from Mr. Roddick. It is right and proper then that I should feel at home in Carbonear and before a Carbonear audience.

I am here to-night to ask you to look back with me on some of the deeds of daring in days gone by, of your adventurous fore-fathers. Those noble and heroic vikings from whom you spring. The people of Carbonear have just cause to feel proud of the prowess and heroism of their forebears. They were a daring and hardy race. From time immemorial they were a sea-faring people, their lives were spent upon the water, and their whole existence may be justly said to have been a continual battle with the elements.

It is no wonder then that such a hardy race of men should have handed down to their children that heritage of bravery and indomitable courage which has also been so conspicuous a trait in the character of the men of Carbonear. Carbonear takes a unique and proud place in the history of our country. To her belongs the distinguished honor of being able to say they never were conquered. When every other section of the Island had fallen before the superior forces of the enemy, the men of Carbonear stood firm, and fought with a grim determination, disputing every inch of ground, and so determined was their bravery that they came out of the ordeal without having to submit to the yoke of the foreign invader. This was on the occasion of the memorable defence of Carbonear Island, when Pynn, Pike, Garland and other heroes by their daring and determination saved the defenders of the Island from the ignomy of having to surrender to the enemy. This is an exploit, which, if it happened in any other country, would be a subject to call forth the highest encomiums from the pen of the historian, and the names of the men who figured in that historic drama would be handed down to posterity, and a glorious place assigned them in the temple of fame.

From time immemorial, from the early dawn of history, we find the historian exalting the deeds and exploits of the heroes and scholars of the nation whereof he writes. It should not therefore be thought egotistical and vain glorious on our part when we express a reasonable pride in the triumphs and achievements of our countrymen. This is true patriotism. This is what brought ancient Greece and Rome to that high pitch of civilization, which earned for them alternately the proud title of "Mistress of the World". Every deed of their sons, whether as soldiers, statesmen, orators or poets, were jealously treasured up, and when the opportune time arrived were told with the burning eloquence of a Demosthenes or a Cicero, or, handed down to posterity in the well rounded periods and ponderous sentences of Heroditus, or, the more gentle, but equally fascinating Livy, who tells the story of his country and the deeds of her sons in a spirit of patriotism, which has handed down to posterity a graphic record of the proud race from which he sprung, and shed a halo of immortality over the seven-hilled city by the banks of the ancient Tiber.

I cannot too often repeat that I am proud of the deeds of my countrymen in the days gone by. Their adventures, both on sea and land, will one day be told by the historian. Although hidden for years, eye, for centuries the deeds of a noble people are bound sooner or later, and



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[No author, no date, not known who is being addressed.
Included in file for general info only]
p.c. 1910 by H.F. Shortis

through unexpected sources, to come to the surface, when the torch-light of historical analysis will be flashed upon them, and they will be assigned to that place to which they legitimately belong in the glorious sacrifices which have been willingly made to build up that Empire of which we are all proud to call ourselves sons. Nothing appeals so much to the patriotic mind, as the story of Sieges and defences which abound in every epoch of the world's history. In the history of warfare these take a first place as being calculated to draw out all the resources of both the attacking party and the defenders.

The heroism, discipline and fortitude of men are brought out in a more conspicuous manner during the time of a siege or attack of a stronghold than in open warfare. History is rich in deeds of valour performed by brave defenders often times in the face of a forlorn hope; but, I have yet to learn that any defence of a position recorded in all history equals that of the brave Pynn's, Pike's, Garland's and their comrades in holding their own against the stupendous odds of trained French soldiers, led on by officers remarkable for their skill and bravery over the continent of Europe. Yet, the fact remains. These brave, simple and unsophisticated fishermen, in spite of superior forces, and the most perfect warlike discipline maintained their ground, and had the proud consolation of seeing the invading forces retire from the field leaving them (the fishermen) master of the situation. What praise would be too lavish to bestow upon such men: If they had been conquered by such superior forces, their bravery in standing up against such odds would have been sufficient to give them a lasting place in history; but, they did not only do this, they maintained it to the last, and can proudly point to the fact, that through their heroism, Carbonear Island has never been conquered. If praise is due to the Pynn's and those who assisted them, it must be remembered that another, who was also an active and heroic individual took part in the defence. I refer to Charles Garland of Harbour Grace, who freely undertook to supply the sinews of war, and this without any prospect, either present or remote, of being reimbursed for his philanthropy and patriotism. He supplied the little garrison of brave fishermen with ammunition and food, and were it not for his generous aid, the defenders of our country would not have been able to hold out. This act on the part of a single individual entitles him to the everlasting gratitude of all Newfoundlanders who love their country.

Now that the Boys Brigade is being organized in Carbonear, it is to be hoped they will take a prominent position in the forth-coming pageant in honor of the tri-centenary of the founding of the settlement of Bristol's Hope, by John Guy, at Mosquito. When the Brigade is formed up, it is to be hoped that the descendants of the Pynn's, Garland's, Pike's and others will be found in the front ranks, and taking a prominent part.

The Association should be trained in all athletic sports such as cricket, football and rowing. This latter accomplishment should be given first-place in the sports, so that at the Annual Regatta at Harbor Grace, the boys of Carbonear should be given an opportunity of competing with the men of the sister town in that sport dear to the heart of every Newfoundlander, on the placid waters of Conception Bay, or that inland and more romantic sheet of water Lady Lake.

Carbonear has always been noted for its scholars and clever men. The Literary Club of 1830 with John Elson as its President and with his associates of the calibre of P. H. Gosse, S. W. Sprague, Philip Tocque Thomas Chancey, and hundreds of others, has created a name for the old town that will never die out. Carbonear has been blessed with excellent schools and the many men and women who have gained eminence as teachers and ministers bear out the truth of the grand work of early education. It is to Carbonear that the merchants of the whole country look for their master Mariners and foreign going seamen. Its population takes a lead wherever they settle.

In addressing such a cultured audience as Carbonear people on the old tradition and records, I do it with the greatest timidity as I am sure many of you know far more about these facts than I do. I am also sure to make many mistakes so I ask you to kindly bear with me as my only reason in hunting up these old traditions is that the truth should be put on record as it is an awful shame and disgrace to us that no proper account is to be had and these facts should never be allowed to die out. If I can only get you started to give me the real truth I will be more than gratified that anything I have done is a success and it will be the greatest pleasure to me if you will give me corrections and further particulars.

ORIGIN OF THE NAME "CARBONEAR"

How Carbonear got its name seems to be shrouded in mystery. There has been many explanations but without going into all, I will give you what I think the best. There is a place in Spain not far from Gibraltar called Carbonera. There is another small town in the suburbs of Genoa called Carbonier which is the way this name was spelled formerly. I have heard the traditions which perhaps some of you may be able to confirm and vouch for the truth that Cabot after sighting land (probably Bonavista) he sailed South right into Conception Bay and landed at Carbonear. As John Cabot was originally a Genoese sailor I can quite believe the name comes direct from him in memory of his old home and is probably one of the very first places named in Newfoundland. This is very likely as there is no Harbor of any consequence to be sighted when sailing from Bonavista till you reach Carbonear.

FIRST MENTION IN THE HISTORIES OF CARBONEAR

The first mention I can find of Carbonear in any of the Histories, when Captain Mainwaring who seems to have been half man-of-warman and half pirate on his trip to Nfld in 1614 is stated to have captured two French vessels with cargoes of Salt. One vessel was in Harbour Grace and the other in Carbonear. This was about the time that Guy started his first Colonies in Nfld.

In 1696 we have more particulars from Abbe Baudouins dairy than from any other source. He states there were 22 houses in Carbonear and 14 houses in Harbour Grace. That the houses in Carbonear were the finest in the whole of Nfld, and he certainly had every means of knowing as he describes all the settlements visited by the French Commander D'Iberville on his raid from Placentia up the Ferryland Shore to St. John's then all round Conception Bay right to Bay de Verde and up Trinity Bay from Old Perlican to Bay Bulls Arm. I will give further particulars about D'Iberville when I tells a few of the facts I have gathered about Carbonear Island.

There were merchants in Carbonear carrying on business with property valued at half a million dollars. It is unfortunate that he does not give any names of these merchants as we might be able to trace up their origin.

The earliest information that I can gather about the first resident merchants shows, that from 1750 to 1840 Carbonear was the principal Commerical town of Conception Bay and of much more importance than Harbour Grace. I can go back to the firm of Pike and Green who must have started about 1750 who had their stores near where Messrs Rorke & Sons now have their establishment. Mr. John Greene of this firm died at Poole in 1791 worth \$40,000 I might also mention that Joseph White another Poole merchant who carried on a large business at Trinity, died in 1772 worth \$130,000 John Slade of Fogo was worth \$70,000 in 1792.

These were a few of the merchants with deadquarters at Poole and shows they were keen traders and accumulated a lot of money. The successor to Pike & Green was Madame Pike, a relative of the Earl Spencer of Dorset County, England. She must have been a remarkable woman as she attracted a great deal of attention. She used to entertain the officers of the British Warships visiting Nfld. It is said she had the first plastered house in Nfld., so that she looked out for her comfort as well as her business. She had three sons one was Dr. Pike, another Roberts Pike, who ran away from home and came back Captain of an American Privateersman during the American War and is reported to have captured some of his old friends. The third son went by the name of Gentleman Frankie. I just mention these facts but no doubt the Pike family can enumerate many tradition. They are one of the very oldest families in Carbonear and came originally to Nfld in their own vessel as adventurers in search of gold mines not like the ordinary fishermen.

I might also say that another tradition I have heard is that the Sopers are the very oldest family in Carbonear and the original Pynn when he settled here married Julia Soper one of the daughters of Soper who was fishing Admiral. In all probability the Sopers must have originally come with the Guy's pioneers.

After Madame Pike we come to one of the most successful firms that Nfld has ever been connected with, George & James Kemp. They were said to be millionaires when they retired about 1812.

Mr. G. Kemp was member of Parliament for Poole and he carried on the largest business in the South of England. We can trace many of the principal business houses in Conception Bay to their connection and offshoots from Messrs Kemp, Slade, Elson & So., Wm Bennett, John Rorke, Thos Ridley, Gosse & Chanoev, Pack Gosse & Fryer, also Charles Cousins of Brigus, and W. Green & Company of Bay Roberts and other places where the firm of Kemp had branches. In this connection I have a lot of information from our friend Claudius Watts, of Harbour Grace now in his 79th year. His father H. C. Watts was manager of Nfld for Messrs Kemp for many years before he started for himself in the stores where Thos Danson formerly carried on at Harbour Rock Hill. This Mr. Danson was a uncle of Hugh William Danson the principal merchant at Harbour Grace in the early years of 1800.

CANNON ON HARBOUR ROCK HILL

In this connection I will give you a few facts about the old cannon you show visitors on Harbour Rock Hill. These guns were originally given by Governor Duckworth at the request of Mr. H. C. Watts to defend Carbonear from the American Privateersmen in 1812 that caused the trade so much trouble at that time.

These were originally mounted on oak carriages at Crocker Cove Point but in the year of the "Balls 1817, when such distress and rioting was among the people the rioters brought these cannon up to Harbour Rock-Hill and turned them on the town to try and intimidate those holding any supply of provisions.

The largest cannon always went by the name of "Watts Long Tom". An amusing anecdote about this was a speech that Governor Duckworth made when presenting these cannon to the people of Carbonear. The Governor although a worthy old gentleman, used to stutter. He said "I give you one of those Long Toms and it is better than a dozen of those small "pop-guns" on Carbonear Island. When he came to the word "pop-guns" he had the hardest work to pronounce it.

FIRST SCHOOL

There are a number of old stories I have heard but no doubt they are familiar to many. Did you ever hear of Catherine Pike or better known as Jersey Kitty? A very clever old lady from Jersey that taught school, which in all probability was the very first school established in Afld. She had a great appreciation of the Pikes and tried to instill the martial spirit into her young scholars, she used to tell them "you are a race of heroes, you are Pike by name and Pike by nature".

Now I will come down to give you a few particulars of the trade done at that time. The first Customs House was established in St. John's in 1762, and was applied for by the trade to the British Government. Mr. Hamilton was the first collector but was there only one year. The old record says he found the people and climate so disagreeable and the emoluments so inadequate to his expectations that he returned to England the same year and resigned.

Mr. Alex Dunn a Scotchman was next appointed and finding no regular list of charges he copied the Halifax list. The merchants were so dissatisfied that they threatened to abolish the office but the Governor, Commodore Byron supported the collector, although a certain number of the merchants combined for a while not to pay any fees whatever. They wanted a Custom House to clear their vessels for foreign markets and were willing to pay only 2/6 per vessel but didn't expect to pay any duties.

The next place to apply for a Custom House was Carbonear where a considerable business was carried on. Instead of the British Government acceding to this request they sent a naval officer out to make a report and his reply was to concede this privilege to the port of Harbour Grace, as the Harbour was very much safer than that of Carbonear. This was the reason why all the merchants and captains of Carbonear had to tramp up Saddle Hill to Garbour Grace to clear their vessels although the trade done in their town was of far larger volume than that of Harbour Grace.

As an instance I will give a comparison of Carbonear and Harbour Grace 1831-1833.

	<u>VESSELS</u>	<u>TONNAGE</u>	<u>QTLs. FISH</u>	<u>TONS OIL</u>	<u>SEAL SKINS</u>
1831 - Carbonear	49	6,695	65,095	2,243	124,417
1831 - Carbonear Harbour Grace	29	3,100	30,745	1,255	23,343
1832 - Carbonear	45	5,803	71,890	1,510	72,431
1832 - Carbonear Harbour Grace	31	2,356	29,983	1,132	27,322
1833 - Carbonear	56	7,000	96,835	1,621	101,316
1833 - Carbonear Harbour Grace	26	2,874	28,336	730	19,235

Following is the number of vessels employed in the Sealfishery from Carbonear and Harbour Grace in 1836 to 1838.

	<u>SHIPS</u>	<u>TONS</u>	<u>MEN</u>
1836 - Carbonear	80	6889	1918
Harbour Grace	32	2611	741
1837 - Carbonear	74	6446	1798
Harbour Grace	49	4099	1166
1838 - Carbonear	72	6312	1855
Harbour Grace	47	3888	1152
1839 - Carbonear had 41,109 Seals			
Harbour Grace 11,685 Seals.			

SHARPE'S BOOK OF POEMS

In connection with the literary men I would mention James Sharpe, High Constable of Harbour Grace and Carbonear. He was a noted poet and his caricatures of the men of the day 1830-40 were excellent. A small book of his poems was printed at the Printing establishment of W.C. St. John at Harbour Grace but although I have searched I have not yet found one of these old books to add to the (Historical Society) collection of our Historical Society. Perhaps some of my audience may be able to help me. Here are a few lines where he mentions some of the Carbonear families but only snatches of the old songs are remembered.

Howells and Powells,
Pottles and Penneys
Pikes, Thistles and Pynns.

GREAT STORMS

Some terrific storms have happened. All the histories mention that 12th September 1775 when over 300 lives were lost at Northern Bay on the Northshore. In the same gale every vessel at Carbonear was driven ashore except that of Henry Knight, who was moored under Harbour Rock Hill. He is historical as being the pioneer of the Whale fishery which was prosecuted to some extent in Conception Bay at that time.

We hear of another terrific gale early in 1800 when one of Kemp's foreign going vessels the "GIBRALTAR" was driven right across the beach into the pond. That will give some idea of what can happen if the wind blows hard enough.

SEAL FISHERY

In our researches on the Sealfishery I find that tradition says the people of Freshwater were among the most progressive in prosecuting this business in its infancy. At first as you know it was carried on by nets, then in open boats, and tradition says the first covered in boat was built by the men of Freshwater.

I have also heard that one Capt. Taylor of Carbonear was the first to restrict his men from killing seals on Sunday which is now endorsed by the whole country.

I am looking for fuller particulars on those subjects, when a man denies himself an advantage of this kind for his religious principles, his name should be written in letters of gold.

The first hundred ton vessel to prosecute the Sealfishery was the "FOUR BROTHERS" built by William Munden at Brigus in 1819. The second hundred ton vessel was the "EXPERIMENT" 108 tons built by Gosse, Pack & Fryer in Carbonear about two years later. At that time there was a prejudice to the building of large vessels for the sealfishery. The old captains ridiculed the idea of any large vessel being able to turn round in the ice. Even Robert Brown of Brigus who afterwards founded the Commercial Bank, said he always thought William Munden a lever headed man till he started to build a hundred ton vessel for the Sealfishery.

Mr. Fryer of Poole, the monied partner of Gosse, Pack and Fryer wrote out to the firm at Carbonear enquiring if it was true that they were building a hundred ton vessel for the ice, and if it was true they were to christen her the "EXPERIMENT", that is how she got her name. On her first trip she got 5,000 seals and was a most fortunate and historical old vessel.

RED INDIANS

As you all know Ochre Pit Cove, was the resort for the Boethics for red paint with which to adorn themselves.

There were a great many more Indians in Trinity Bay than Conception Bay and I believe they must have had a path or trail from Heart's Content to Carbonear, as we know they came across country and that Carbonear Beach was a favourite spot for their encampments. D'Iberville tramped across from Heart's Content to Carbonear in mid winter. John Guy in one of his letters tells us there was another path probably from Green's Harbour to Spaniard's Bay.

There is one story told which must have caused great excitement, of how the Indians carried away the women of Carbonear while the men were all off at the fishing, in revenge for some attacks on themselves, but it appears they were all returned a day or two later safe and sound. I firmly believe the women of Carbonear were more than a match for those Redskins, and to save their own necks they were glad to let them return.

BRISTOLS HOPE PAGEANT

Now we come to the special part of this evening's lecture the fullest particulars I have been able to gather about the most historical spots in the whole of Nfld., namely Mosquito or Bristol's Hope where Guy's settlement was formed about 1610 also the battle-ground of Carbonear Island the greatest natural fortress in the whole country where 50 men could defy a thousand.

I want the whole audience to endorse the proposition now taken up enthusiastically by our Historical Society for the holding of a pageant in 1910 at Mosquito to commemorate John Guy of Bristol, our Pioneer settler of Newfoundland.

There is no need to make out a programme of what this celebration will be but I just wish to suggest how easy it would be to have some cannon erected on the old forts of the Island, now in charge of Henry Forward the light house keeper, who is a lenial descendant of the old defender, Justice Charles Garland.

An annual regatta which should include sailing races as well as rowing, should be held some day at Mosquito and as all the fishermen from Baccalieu to Cape St. Francis are sure to take part they would join in a grand attack or sham battle to capture the Island. The old cannon would blaze out defiance, Sir Henry Pynn and his soldiers would appear at Mosquito to the rescue and drive off the enemy. Bonfires on the island would make a great display during the night to celebrate the victory. There are so many historical subjects that should be remembered, that I would suggest a committee be formed at once and get everyone interested to prepare for a grand carnival. There would be some expense but the railway which will look after all the visitors is sure to come down handsomely as a pageant of this kind would mean a great attraction for foreign visitors and a grand advertising scheme.

Every shopkeeper in Carbonear and Harbour Grace would benefit and if this pageant was only taken up as enthusiastically as I would like, we would have to get an army of tents to accomodate the visitors as there wouldn't be half enough boarding houses to attend to their requirements.

There is certainly nothing beyond what we can do in a display of this kind as in England even country villages have been getting up Pageantry the past few years which must certainly be a source of revenue or they would never be continued.

A display on the water with Carbonear Island as the centre would be unique and just the very thing to suit Newfoundlanders and something that could hardly be attempted with a likelihood of success anywhere else.

CARBONEAR ISLAND

1679 - The first mention we have of Carbonear Island is connected with the proposals of Mr Downing and Thomas Oxford, merchants of St. John's, who in 1679 urges the British Government to erect some fortification to protect itself from French aggression.

First proposal was to fortify St. John's Harbour. Second was to fortify Carbonear with 15 great guns and 50 small arms. The British Government for reasons known only to themselves refused to allow these fortifications.

1688 - The long expected war with France broke out in 1688 and it continued with short intermissions of peace for about 25 years till the treaty of Utrecht in 1713.

When the War commenced the French had Placentia strongly fortified and it was their stronghold in America. The inhabitants of St. John's had tried their best to put up some fortifications but were poorly backed up by the British Government.

It doesn't appear that the British Government did anything to protect the Conception Bay people and it was a great surprise to the enemy to find that any defence was set up.

1696 - In the spring of this year D'Iberville the great French Commander who is called the "Nelson of the New World" received instructions from the French Government to destroy all the English settlements in Newfoundland. Two Men-of-War were placed under his command. When they arrived in Placentia Sept 12th 1696, they found that the French Governor De Brouillon had already made an attempt on St. John's but had failed. Bitter quarrels now ensued between the two French leaders, D'Iberville and De Brouillon.

D'Iberville intention was to attack the unguarded settlements by land, De Brouillon contended for an attack by sea. A number of French Canadians and Indians had come to Placentia during the summer to take part in the expected attack on the English and they signified their intention of following D'Iberville only.

As a final compromise D'Iberville was to take his men by land and De Brouillon was to attack by sea.

Owing to head winds the attack by sea was a partial failure and De Brouillon had to return to Placentia with his vessels short of provisions.

In the year of 1696 the winter must have set in very early as on the 1st November when D'Iberville started with his French Canadians and Indians they walked on the ice up the S. E. Arm of Placentia. It was a great exploit to take a small army with provisions, arms, and ammunition across country at this season through the bush.

On November 10th, they reached Ferryland having been two days on short allowances as provisions were scarce.

On the 21st they started for Bay Bulls in boats and arriving there joined De Brouillon's forces and on Nov 28th an attack was made on St. John's. Some defence was put up by the people at the Southside Hills but they soon gave in.

D'Iberville made a rush on St. John's with a small force and took two of the Forts but the largest Fort William held out for a few days, but soon surrendered.

On January 4th D'Iberville started for Portugal Cove and after pillaging this settlement and travelling along the shore to the bottom of Conception Bay, on the 20th January they took Harbour Main then got three boats and left there for Carbonear. They passed by Brigus where there were 60 men and took Fort de Grave where there were 110 men well armed.

On the 24th they started again for Carbonear and while passing Harbour Grace in boats they found the inhabitants to the number of 200 had fortified themselves on Carbonear Island and fired some cannon shots at them.

After reaching Carbonear D'Iberville sent a summons to the people on the Island to surrender, but was met with defiance.

Several attempts were now made to capture the Island but in vain. On the night of January 31st a great attempt was made to take it by surprise with 90 men in 9 boats. When the French were within pistol shot and ready to jump ashore the sentry challenged them and fired. This quickly aroused the garrison and the attack was repulsed.

This is very tame to be describing the few facts of these fights that had come down to us in the most meagre way so that I want to give you a short description of who D'Iberville was that Mr. Pynn and other gallant defenders were defying.

As I mentioned before D'Iberville was called the "NELSON OF THE NEW WORLD". It is certainly a great honour to be compared with Nelson but I think after you heard a few of his exploits you will agree with me that he was a fighter worthy of the name. D'Iberville first won his spurs in Hudson Bay and I have the following from the Hudson Bay Companies records and being the English account of his victories can be relied upon as actual facts. The Hudson Bay Company's charter granted in 1670 was the beginning of the great rivalry between the English and French in North America. Sieur Pierre LeMoine D'Iberville son of Charles LeMoine was born in the province of Quebec and in the year 1686 when he first came into notice was a young man of 25 years.

One of his first expeditions in which he was a Lieutenant only he left Montreal in mid-winter over the frozen river on his way to destroy the English fur trade in Hudson Bay.

The first fort captured was Moose Factory in charge of 15 men who were taken by surprise only the chief gunner offering resistance, and perished bravely at his post. D'Iberville in his diary declares that he himself split the chief gunner's head into fragments. They afterwards capture Fort Rupert and Fort Albany and returned to Quebec with 50,000 beaver skins as a trophy of their arms.

The following year D'Iberville was engaged by the French fur companies of Quebec to return to Hudson Bay and repulse the English. This D'Iberville appears to have done most successfully even taking the Hudson Bay Company's governor a prisoner.

For four years he carried on indiscriminately, fighting with the English altho a treaty was then in force between England and France. D'Iberville even captured the British Warships sent out to protect the

Companies' forts and sailed them back through Hudson Straits to Quebec instead of returning in this usual way by the long overland route. To such an extent were these losses by the Hudson Bay Company in time of peace that claims were entered against the French for £38,332 and were inserted in one of Articles Kings William of Oranges "Declaration of War against the French in 1690".

D'Iberville it must be remembered was only up to this time an officer employed by the French fur company of Quebec.

He had attracted the attention of the French King Louis XIV and was created an officer with rank of Lieutenant in the French Royal Navy. This was the first distinction of the kind on record and fired the blood and pride of not a few of the French Canadian youths.

D'Iberville's successes had bolstered up the wanting popularity of the French fur Company in Canada. This popular hero had just returned from Hudson Bay with about \$20,000 worth of beaver skins and other fur.

Fort Nelson on Hudson Bay was still the great stronghold of the English and had been greatly fortified. The French had never taken it and D'Iberville was not satisfied until he should obtain possession of it.

He crossed over to France and received a warm reception at Versailles. He unfolded his plans for the capture of Fort Nelson and was promised two ships by the French King. Highly gratified he returned home to Canada in 1694 and started from Quebec on the 10th of August for Hudson Bay arriving at Fort Nelson Sept 24th.

Almost immediately he disembarked his forces and bombarded the fort from Sept 25th to Oct 14th when the Governor was forced to surrender.

D'Iberville remained there one year leaving in July. In 1696 the English sent a very strong expedition who recaptured this fort and one of the terms of surrender was that they should be transported to Plaisance a French Port in Newfoundland (Placentia). This you will notice was the year that D'Iberville had been given instructions to destroy all the English settlements in Nfld and capture that Island for the French. How well he carried out his instructions we have already partly described.

The following year 1697 the French Court sent a fleet of four ships to join D'Iberville then at the port of Placentia knowing no one man was so thoroughly equipped at all points in the knowledge of Hudson's Bay as was this hero.

At the same time four of the English ships had left Plymouth to reinforce Fort Nelson. The English fleet were forty hours ahead of the French entering Hudson's Bay. Still D'Iberville in his vessel the 'Pebican' of fifty guns managed to reach Fort Nelson before them. The French Commander was as much disturbed over the non-arrival of his consorts as was the English Garrison. At daybreak on Sept 5th three ships were visible, so pleased was D'Iberville that he immediately raised anchor to join them. Imagine his surprise to find them English war-ships.

One of the fiercest and bloodiest battles of the war was at once begun. Nothing daunted D'Iberville, he attacked in the most strenuous way. Sank one warship and another was wrecked in a storm that night, the other was also driven ashore.

D'Iberville after enduring terrible hardship landed his men. Had the English fort attacked him at once they might have won but soon after the French warships hove in sight and with their help D'Iberville fought and captured the fort and the English had to surrender to the famished Frenchmen on their own terms.

Now you know something of the man that our handful of two hundred Newfoundlanders were defying and who with his trained soldiers had come specially to crush the Nfld trade and destroy English prestige.

Notwithstanding D'Iberville's defeat by the plucky Nflders on Carbonear Island he continued his march right down the Northshore to Bay de Verde and across to Old Perlican and up Trinity Bay capturing all the settlements to Heart's Content. He then left ten men in charge at Heart's Content and took his men across country to Carbonear to complete his victories by taking Carbonear Island.

On his arrival he found that the men on the Island had not been satisfied with defending their position but had even attacked the French and taken four prisoners.

On the 17th D'Iberville finding he could not take the Island by fair means suggested an exchange of prisoners at a spot out of gun shot of the Island.

D'Iberville shows his treachery and his unscrupulousness on this occasion by raising a quibble with the English and seized their officers as prisoners while they were arranging the exchange. Notwithstanding the loss of their officers, the plucky garrison still held out. After waiting ten days till the 28th and finding that the Carbonear Islanders were more than a match for him, D'Iberville gave orders to burn every house in Carbonear and Harbour Grace, he left for Heart's Content and with 200 prisoners they continued up Trinity Bay to Bay Bulls Arm where he crossed over to Placentia Bay and his army returned to Placentia.

I trust I have given some of the audience a new idea of the gallant fight our forefathers put up on that historic little island at the mouth of the harbour. Few of us know what a strong natural fortress we have there. Let us celebrate it now with a pageant worthy of the occasion.

The next notice that I find of Carbonear is in 1705 the records are that in 1705 a new campaign was started by the French at Placentia under the Commander St. Ovide. Every place was captured or subdued, in fact the whole trade of Nfld was ruined.

any M. Martigny with his Indians was despatched to take Carbonear and Bonavista and to burn every settlement and he carried it out in even a more terrible way than the former campaign as no quarters were given to who opposed. But they met their Waterloo at Carbonear Island, this time it held 300 men and bid defiance to all attacks. 1709 - The next notice in the records is in 1709 when the British Government placed Pynn in command of the garrison on Carbonear Island.

1711 - This year we find a proclamation Oct 23rd 1711 by Jos. Crowe who was Commander-in-chief of Nfld instructing the people of Conception Bay that for their better protection they were to go to Carbonear Island, Harbour Grace Island and to Little Bell Island (possible Crowe's Gulch near the light house at Carbonear was called after him).

1745 - About this time when the Jacobite rebellion was in progress in England, the British authorities for reasons best known to themselves started to put the fortifications on the island in efficient repair and Lieut. Griffith Williams of the Royal Army was stationed there. He was afterwards promoted to St. John's where he lived for twelve or fourteen years where he married, and Sir Richard Pinsent and Sir Monier Williams are his collateral descendants.

1762 - The British had again neglected the fortification in Nfld and the French made another raid on St. John's and captured it. The French sent a detachment across to Portugal Cove, who with shallops managed to take Carbonear Island by surprise the first and only time that it was ever taken.

The British Government were taken completely by surprised at this time and had done nothing to defend any part of Nfld and the French held possession from June till September.

The only one mentioned who did his best on this occasion at Carbonear Island was Justice Charles Garland of Harbour Grace. The few men who were on the Island were kept there at his expense at a time when provisions were almost unobtainable at any price. He was afterwards recompensed by the British Government and the Garland family have in their possession to this day the old document containing their thanks for his ^{of} eminent services. This document is pasted on the inside of their family bible and is in the possession of Charles Garland now living in Boston.

1780 - The American rebellion was in full swing now and many American privateersmen were hovering round and caused great damage to many places, and a number of attacks were made on Carbonear and Harbour Grace but they were successfully defended by the well known batteries on Carbonear Island. I have heard it said that some of the long underground cellars or tunnels into the hill as some of the Carbonear residences were built at this time to hide away their valuables also provisions. I have never been in any of these cellars, and they may be older origin. It is quite possible that there may be some interesting family traditions about them.

1812 - During this American war privateers made further attempts but they got badly left as many of them were captured. The records have been so poorly kept that it is almost impossible to get a connected account but I have done my best to give you some information that I trust will only stimulate you to make further enquiries as there are stores of information to be found out yet. The real history of Newfoundland is yet to be written. What our Historical Society wants are, the stories and traditions of our past. Every one of us knows that Nfld is advancing quickly into a new era of its existence that will eclipse all our previous efforts. Our trade has been crawling like a child learning to walk, now we are on the threshold of real strides of advancement. Before it is too late let us gather together the old stories of the former existence of our country, for a country without a history can never reach the full attainments of its destiny. For, in the words of that great statesman Joseph Howe:

A wise nation preserves its Records, establishes its "Monuments, Decorates the graves of its illustrious dead; "repairs the great public structures, and fosters National pride; "and love of country, by perpetual reference to the sacrifices and glories of the past".

One word in conclusion - let us arrange at once for a Committee to look forward for the celebration of Guy's centenary in 1910. I look to Carbonear to take the lead and from the enthusiastic way in which our Historical Society have endorsed the project I am confident that we will make a great success of this pageant, but as you can readily understand everyone must take part.