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THE TRADE REVIEW COMMERCIAL ANNUAL

"CARBONEAR AND ITS ISLAND."

is of a Lecture, Delivered by MR. H. F. SHORTIS, under Auspices of the Newfoundland Historical Society, in the Methodist Hall, Carbonear, for the Benefit of the Ivy Athletic Association of that Town, on December the 15th, 1908.

the calibre of P. H. Gosse, S. W. Sprague, Philip Tocque, Thomas Chan-
cey, 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 emi-
nence 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 traditions 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 tradi-
tions is that the truth should be put on
record, as it is an awful shame and dis-
grace 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 any-
thing 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 NAME "CARBONEAR."

How Carbonear got its name seems
to be shrouded in mystery. There have
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
tradition, which perhaps some of you
may be able to confirm and vouch for,
the truth, that Cabot, after sighting
land (probably Bonavista), 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

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 head-
quarters at Poole, and show they were
keen traders, and accumulated a lot of
money. The successor to Pike & Green
was Madame Pike, relative of the Earl
Spencer of Dorset County, England.
She must have been a remarkable wo-
man, as she attracted a great deal of at-
tention. She used to entertain the offi-
cers of the British warships visiting
Newfoundland. It is said she had the
first plastered house in Newfoundland,
so that she looked out for her comfort,
as well as her business. She had three
sons, one was Dr. Pike, another Robert
Pike, who ran away from home and
came back captain of an American pri-
vateer 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
traditions. They were one of the very
oldest families in Carbonear, and I came
originally to Newfoundland in their own
vessel, as adventurers in search of gold
mines, not like the ordinary fishermen.
I might also say that another tradi-
tion I have heard is that the Sopers are
the very oldest family in Carbonear, and
the original Pynn, when he settled here,
was one of the daughters of the fishing
Admiral. In all probability the Sopers must have
originally come with the Guy pioneers.
After the Pines, we come to one of the
most successful business firms
that has ever been con-
ducted with them, and 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 & Co. — William Bennett, John

"Jersey Kitty," a very clever old lady
from Jersey that taught school, which,
in all probability, was the very first
school established in Newfoundland?
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 Pikes by name and pikes by
nature."

TRADE.

Now I will come down to give you a
few particulars of the trade done at that
time. The first Custom-house was es-
tablished in St. John's in 1762, and
was applied for by the trade to the Bri-
tish government. Mr. Hamilton was
the first collector, but held the position
only one year. The old record says he
found the people and climate so disa-
greeable, and the emoluments so inade-
quate to his expectations, that he re-
turned to England the same year and
resigned. Mr. Alex. Dunn, a Scotch-
man, was next appointed and, finding no
regular list of charges, he copied the
Halifax list. The merchants were so
dissatisfied that they threatened to abol-
ish the office, but the Governor, Com-
modore Byron, supported the collector,
although a certain number of 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 2s. 6d. 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 ac-
cording to this request, they sent a naval
officer out to make a report, and his re-
ply was to concede this privilege to the
port of Harbour Grace, as the latter was
very much safer than that of Carbonear.
This was the reason why all the mer-
chants and captains of Carbonear had to
tramp by Saddle Hill to Harbour Grace
to clear their vessels, although the trade
done in their town was of far larger vol-
ume than that of Harbour Grace. As
an instance, I will give a comparison of
Carbonear and Harbour Grace 1841-44.

All the histories mention that 12th
September, 1775, when over 300 lives
were lost at Northern Bay on the North-
shore. 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 his-
torical as being the pioneer of the whale
fishery which was prosecuted to some
extent in Conception Bay at the 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.

SEALFISHERY.

In our researches on the seal fishery
I find that tradition says the people of
Freshwater were among the most pro-
gressive 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 cover-
ed-in boat was built by the men of
Freshwater. I have also heard that
one Captain Taylor was the first to res-
train his men from killing seals on Sun-
day, 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 prose-
cure the seal fishery was the *Four Ro-*
gers built by William Munden, at
Harbour Grace, in 1819. The second hun-
dred-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 seal
fishery. The old captains ridiculed the
idea of any large vessel being able to
turn round in the ice. Even Robert
Brown, of Bonaville, who afterwards found-
ed the Commercial Bank, and he always
thought William Munden a level-headed
man till he started to build a hundred-
ton vessel for the seal fishery. Mr.
Fryer, of Poole, the married partner of
Gosse, Pack & Fryer, wrote out to the
firm at Carbonear, enquiring if it was
true that they were building a hundred-
ton vessel, and if it was true that 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 successful old vessel.

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 Car-
bonear 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
accommodate 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 Eng-
land 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 con-
tinued. 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 a tempted with a
likelihood of success anywhere else.

CARBONEAR ISLAND.

1679—The first mention we have of
Carbonear Island is connected with the
proposals of Wm. Downing and Thomas
Oxford, merchants, of St. John's, who,
in 1679, urge the British Government
to erect some fortification to protect
Newfoundland from French aggression.
First proposal was to fortify St. John's
harbour; second was to fortify Carbonear
with fifteen great guns and 80 small
arms. The British Government, for
reasons known only to themselves, re-
fused to allow these fortifications.

1688—The long-expected war with
France broke out in 1688, and it con-
tinued, with short intermissions of peace,
for about twenty-five years, till the
Treaty of Utrecht in 1713. When the
war commenced the French had Pla-
centia strongly fortified, and it was
their stronghold in America. The in-
habitants 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. B.ville, the great French com-
mander, who is called the "Nelson of
the New World," received instructions
from the French Government to destroy
all the English settlements in Newfound-
land. Two men of war were placed

MR. HENRY F. SHORTIS.

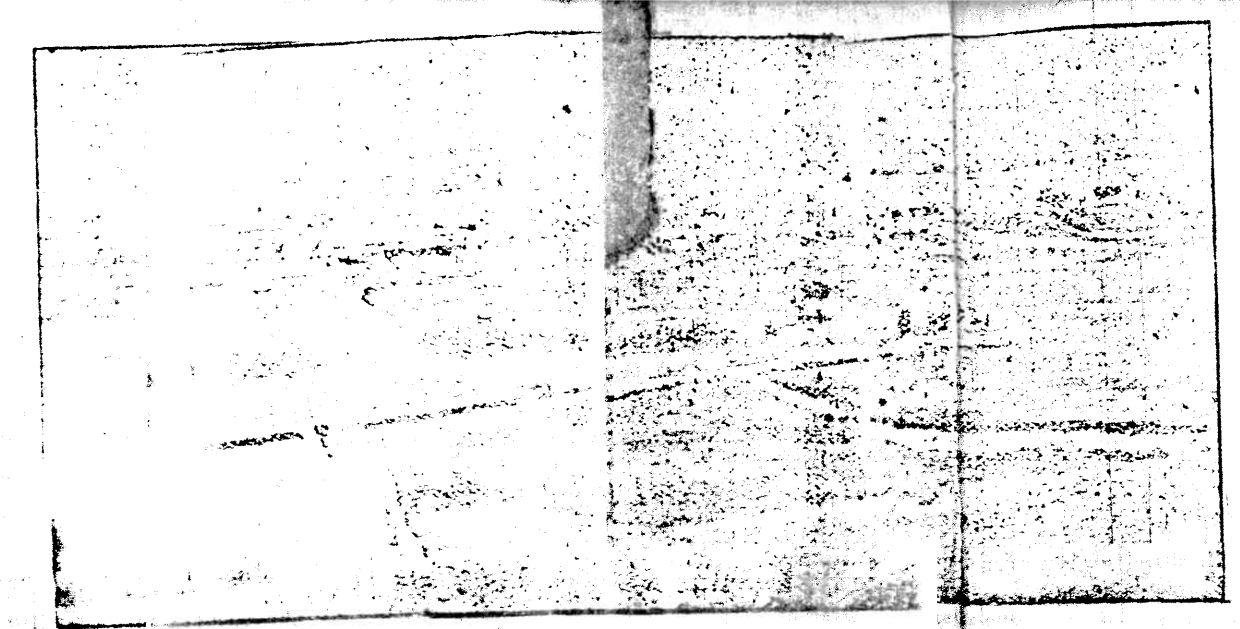
ra I feel this even-
addressing the people
near, is enhanced by
that I was born and
xt-door neighbor of
remind any of you
was Harbour Grace
manhood were spent
on was received in
d of that city, under
the late Mr. Rob-
I am told to say,
rior as a teacher in
of ours. I have al-
whole course of my
two things—that I
Grace, and received
Mr. Roddick. It
then that I should
near and before, as
I am here to-night
back with me and
of daring, in days
adventurous fore-
and heroic vikings.

will one day be told by the historian.
Although hidden for years, aye, for
centuries, the deeds of a noble people
are bound, sooner or later, and through
unexpected sources, to come to the sur-
face, 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
pattern of sacrifices which have been wil-
lingly 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 there take first place as be-
ing calculated to draw out all the re-
sources of both the attacking party and
the defenders.

The heroism, discipline and fortitude
of men are brought out in a more con-
spicuous manner during the time of a
siege or attack of a stronghold than in
open warfare. History is rich in deeds

I am here tonight back with me on of daring, in days adventurous fore and heroic vikinging. The people of cause to feel proud heroism of their fore a daring and hardly memorial they were to; their lives were water, and their whole be justly said to have battle with the elements or then that such a hardy could have handed down a that heritage of bravery courage which has also enous a trait in the char- en of Carbonear. Car- unique and proud place of our country. To her- ished honor of being er were conquered. iction of the Island e superior forces of of Carbonear stood th a grim determi- ery inch of ground, was their bravery of the ordeal with- it to the yoke of the This was on the a- rable defence of Car- en Pynn, Pike, Gar- rors, by their daring saved the defenders the ignomy of having enemy. This is an it happened in any d be a subject to est encomiums from rian, and the name- preed in that histori- be handed down to rious place assigned of Fame. morial, from the early e find the historian and exploits of the of the nation whereof d not, therefore, be and vain glorious to express a reasonable ns and achievements. This is true patri- that brought ancient to that high pitch of rned for their alter- ide of a Mistress of y deed of their sons, est treasure, orators, ously treasured up, fortune time arrived, burning eloquence of a Cicero, or handed in the well rounded ns sentences of hero- e gentle but equally she tells the story of e deeds of her sons in in which has handed a graphic record of in which he sprung. and too often, the of the deeds of the days gone by both on sea and land.

The heroism, discipline and fortitude of men are brought out in a more con- siderable 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 Pynns, Pikes, Garlands, and their comrades, in hold- ing 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 led the principal ex- ploration of some of the most interesting territory from the first leaves of the fishery to the massing of the station. What praise can be lavished 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, Car- bonear has never been conquered. It praise is due to the Pynns and those who assisted them, it must be remem- bered that another, who was also an active and heroic individual, took part in the defence. I refer to Charles Gar- land, of Harbor Grace, who freely un- dertook to supply the sinews of war, and this without any prospect, either pres- ent or remote, of being reimbursed for his philanthropy and patriotism. He supplied the little garrison of brave fish- ermen 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 New- foundlanders 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 forthcoming pageant in honor of the tri-centenary 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 Pynns, Garlands, Pikes, 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 ac- complishment 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 oppor- tunity of competing with the men of the sister town in that sport dear to the heart of every Newfoundland, 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 Liter- ary Club of 1830, with John Egan as its president, and with his associates of



TOWN OF CARBONEAR.

named in Newfoundland. This is very likely, as there is no harbor of any consequence to be sighted when sailing from Bonaville fully to reach Carbonear. FIRST MENTION IN THE HISTORIES OF CARBONEAR. The first mention I can find of Car- bonear in any of the histories is when Captain Mansueto, who seems to have been half man-of-war-man and half pirate, on his trip to Newfoundland 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 Newfoundland. In 1696 we have more particulars from Abbe Randon's diary than from any other source. He states there were 22 houses in Carbonear and 11 houses in Harbour Grace. That the houses in Carbonear were the finest in the whole of Newfoundland, and he certainly had every means of knowing, as he describes all the settle- ments 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 Perchem to Bay Bulls Arm. I will give further particulars about D'Iber- ville when I tell a few of the facts I have gathered about Carbonear Island. There were merchants in Carbonear carrying on business with property val- ued at half a million dollars. It is un- fortunate that he does not give any of the names of these merchants, as we might be able to trace up their origin. The earliest information that I can gar- ther about the first resident merchants, shows that from 1750 to 1840 Carbonear was the principal commercial town of Conception Bay, and of much more importance than Harbour Grace. I can go back to the firm of Pike & Green, and their stores near where Messrs. Rorke & Sons now have their establish- ment. Mr. John Green of this firm died at Poole in 1791 worth £10,000. I

Rorke, Thos. Ridley, Gosse & Chancey, Pack, Gosse & Fryer, also Charles Cou- sins of Brigus, and Green & Company of Bay Roberts, and other places where the firm of Kemp had branches. In this connection I have lot of information from our friend Claudius Watts, who died re- cently in his 97th year. His father, H. C. Watts, was manager in Newfound- land for Messrs. Kemp for many years before he started for himself in the stores where Thomas Danson formerly carried on at Harbor Rock Hill. This Mr. Danson was an uncle of Hugh Wil- liam Danson, the principal merchant at Harbour Grace in the early years of 1800. CANNON ON HARBOR ROCK HILL. In this connection I will give you a few facts about the old cannon you show visiting Harbor 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's Cove Point, but in the year of the "Rals," 1817, when such distress and rioting were among the people, rioters brought these cannon up to Harbor 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 Duck- worth made when presenting these can- non to the people of Carbonear. The Governor, altho. worthy gentleman, used to stutter. He said, "I will 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. FINE SCENERY. There are a number of all stops I have heard, but not all they are near of Carbonear. Did you ever hear of Catherine Pike or better known as

The following is the number of vessels employed in the seal-fishery from Carbonear and Harbor Grace in year 1836 to 1838:

Year	Vessels	Tons	Qts. Fish	Tons Oil	Sealskins
1836	40	6,302	6,000	9,213	12,017
1837	39	3,100	2,745	12,331	28,313
1838	45	5,808	7,800	13,101	27,431
Harbor Grace	31	3,236	2,982	11,321	22,322
Carbonear	14	2,572	3,018	7,780	15,109

SHARPE'S BOOK OF POEMS. In connection with the literary men I would mention James Sharpe, High Constable of Harbor Grace and Carbonear. He was a noted poet, and his recitations of the men of the day (1830-40) were excellent. A small book of his poems was printed at the printing establishment of W. G. St. John at Harbor Grace; but, though I have searched, I have not yet found one of these old books to add to the 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 fam- ilies, but only snatches of the old songs are remembered.

Howells and Powells,
Bristol's Hope and Pynns,
GREAT STORMS.
Some terrific storms have happened,

to be 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 Oshre Pit Cove was the resort for the Bathies for red paint with which to adorn themselves. There were a great many more Indians in Trinity Bay than in 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 favorite 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 Harbor to Spawford'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 at- tacks 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. BRISTOL'S HOPE PAGEANT. Now we come to the special part of this evening's lecture—the full particu- lars I have been able to gather about the most historical spots in the wild of Newfoundland, namely, Mosquito, or Bristol's Hope, where Guy's settlement was formed about 1610, also the battle- ground of Carbonear Island, the great- est natural fortress in the whole country, where fifty men could defy a thousand. I want the whole audience to endorse the proposition now taken up enthusi- astically by our Historical Society for the holding of a pageant in 1910, at Mos- quito, to commemorate John Guy, of Bristol, our pioneer settler of Newfound- land. 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 genial descend- ant of the old defender, Justice Charles Garland. An annual regatta, which should include sailing races as well as rowing, should be held same day at Mosquito, and, as all the fishermen from 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 cele- brate the victory. There are so many historical subjects that should be re- membered that I would suggest a com- mittee be formed at once, and get every one interested to prepare for a grand

from the French Government to destroy the English settlements in Newfound- land. Two times of war were placed under his command. When they ar- rived in Placentia (Sept. 12th, 1696) they found that the French Governor, DeBrouillon, had already made an at- tempt on St. John's, but had failed. Better quarters were held between the two French leaders, D'Iberville and De Brouillon. D'Iberville's intention was to attack the unguarded settlements by land; DeBrouillon intended 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 Eng- lish, and they signified their intention of following D'Iberville only. As a final compromise, D'Iberville was on take his men by land and DeBrouillon was to attack by sea. Owing to head winds the attack by sea was a partial failure, and DeBrouillon 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 first of 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 ex- ploit to take a small army, with pro- visions, arms and ammunition, across country at this season through the bush. On November 10th they reached Fer- ryland, having been two days on short allowance, as provisions were scarce. On the 21st they started for Bay Bulls in boats, and arriving there joined De Brouillon's forces, and on November 28th an attack was made on St. John's. Some defence was made 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. At 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 traveling along the shore to the bottom of Conception Bay, on the 20th of Janu- ary they took Harbor Main, then got three boats and left there for Carbonear. They passed by Brigus, where there were sixty men, and took Port de Grave, where there were one hundred and ten men, well armed. On the 24th they started again for Carbonear, and, while passing Harbor Grace in boats, they found the inhabitants, to the number of two hundred, 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 ninety men in nine boats. When the French were within pistol shot and ready to jump ashore, the entry challenged them and fired. This quickly aroused the garri- (continued on sixth page.)