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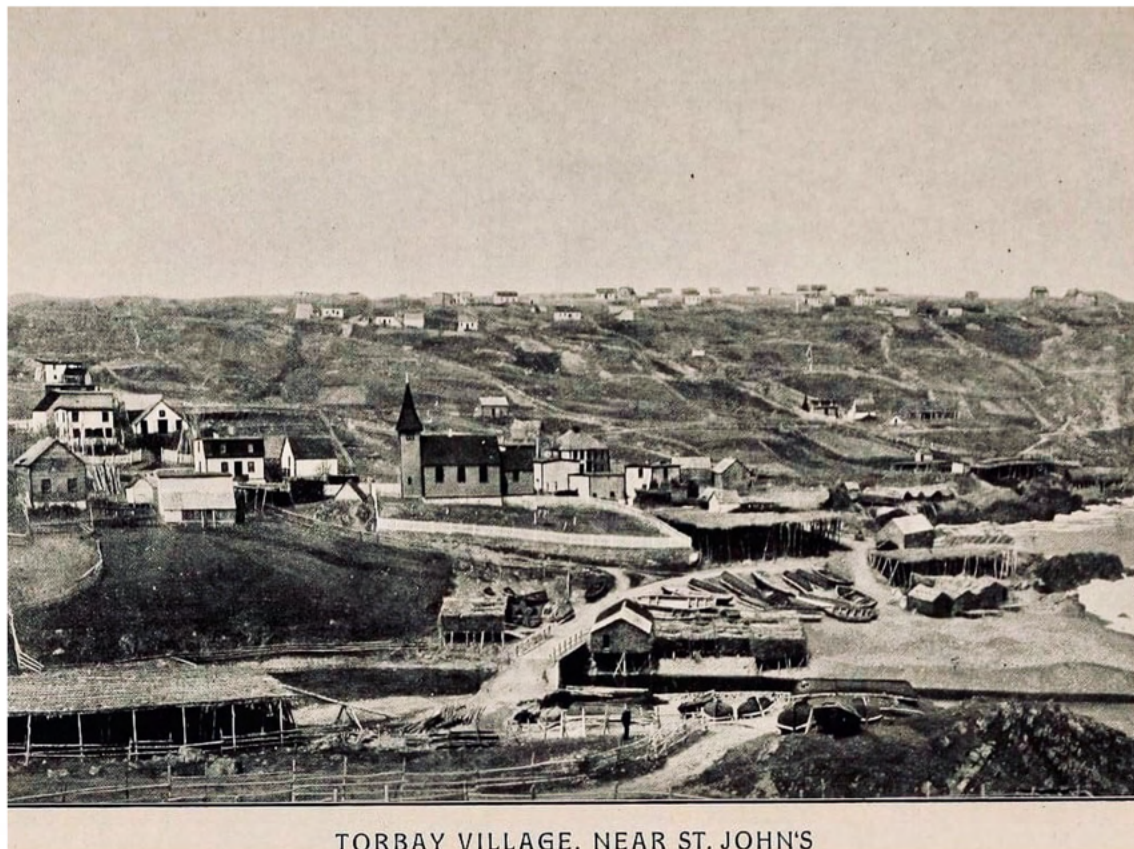
# THE Ancestor

FAMILY HISTORY SOCIETY of Newfoundland and Labrador, Inc.

Volume 37,3

2021

Newfoundland



TORBAY VILLAGE. NEAR ST. JOHN'S

## INSIDE THIS EDITION

- Finding the Ancestors of my Great-grandmother
- The Wreck of the S.S. Tolesby and Brave Joseph (Joe) Perry
- Bristol Merchants After the Civil War, Early Planters & Jerseymen
- The Family of Rex-Cook

Membership Renewal

Check when your membership is up for renewal on the FHSNL website

# *The Family History Society of Newfoundland and Labrador, Inc.*

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## **OFFICERS**

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Secretary: Paul Dunne  
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Linda Crocker  
Karen Darby  
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The Society was founded in October 1984 to foster interest in Newfoundland ancestry, to help researchers locate information, and to give members opportunities to communicate with each other and share their research efforts. The office of the Society is located at 50 Pippy Place, unit 19, St. John's. Hours: phone (709) 754-9525 for further information.

Meetings are held in St. John's. They usually include a guest lecturer, and sometimes take the form of a workshop. The Annual General Meeting is held in the Spring of each year. Meetings are held on the fourth Tuesday of the following months: January, February, March, April, May, September, October, and November. Meetings begin at 7:30 p.m. in Hampton Hall, Marine Institute.

## **THE NEWFOUNDLAND ANCESTOR**

Editors: **Frederick Smith, Ethel Dempsey, Cindy Tedstone, Brian Mallard.**

Newfoundland Strays Editor: **Patrick Walsh**

In Memoriam Editor: **Patrick Walsh**

The Newfoundland Ancestor is a quarterly publication of the Family History Society of Newfoundland and Labrador, Inc. Members are invited to submit articles and book reviews for publication. The Editors and Board of Directors reserve the right to publish contributions when space permits. The Editors and Board of Directors assume no responsibility for errors or opinions expressed or implied by contributors. All articles in the journal are copyright and may NOT be reproduced without the consent of the respective authors and the Family History Society of Newfoundland and Labrador Inc.

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Issue 3 August 31  
Issue 4 October 31

## **Distribution Dates**

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Issue 4 Winter

**THE NEWFOUNDLAND ANCESTOR**  
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**EDITORS:** Frederick R. Smith, Ethel Dempsey, Cindy Tedstone, Brian Mallard  
Volume 37 Issue 3

**SUBSCRIPTION**

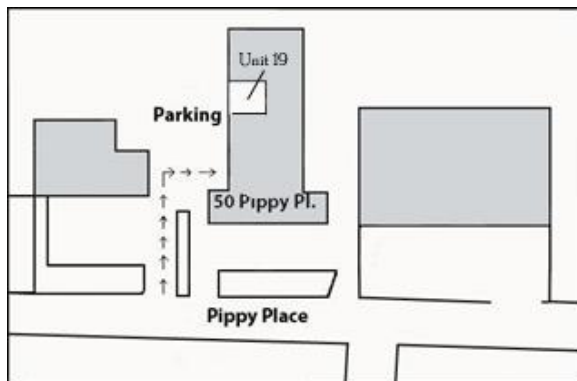
Subscription to *The Newfoundland Ancestor* is available to individuals or institutions for \$42 per year and includes membership in the Family History Society of Newfoundland and Labrador. Life membership is also available for \$700. Membership is for a twelve month period beginning on the date fees are received.

We request non-Canadian members remit dues in US currency to offset the additional cost of postage.

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**OFFICE LOCATION**

Our office is located in 50 Pippy Place, Unit 19. From Pippy Place turn right into the driveway on the left of the building.



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Cover Photo: Torbay from an old postcard.



## PRESIDENT'S REPORT

Fred Smith

First, I would like to thank our summer student, Mr. Emmanuel Conway, for all his wonderful work this summer. Emmanuel is finishing up a degree in History/Religious Studies at Memorial University and he has an extensive background in computer science. We thank the Government of Canada for the funds to employ Emmanuel under the Canada Summer Jobs Program.

We have many members who have been doing genealogical research for many years and want to be sure their data will be preserved and made accessible for researchers. The Society has received, and continues to receive, donations of genealogical data both in paper format and in GEDCOM computer files. I have been in personal contact with people across Canada who, like myself, are getting older and starting to downsize. We have received donations of books, pamphlets, photographs and more. We must limit what we accept to items that have genealogical significance otherwise we would quickly run out of space.

We have been negotiating with our landlord over a new office, in the same building but with more space and without the 16 steep steps to reach the office. We have been successful and have signed a lease for a suite three doors away, with ground floor entry. We will also have the rooms upstairs for storage, working on the *Newfoundland Ancestor*, membership etc. But anyone doing research will find all that is needed on the ground floor. The best news is that we can afford the rent.

As I have said before, we are always looking for articles for the *Newfoundland Ancestor*. If, during the pandemic you made some interesting genealogical discoveries or found time to complete a major part of your family tree, our readers will be interested. In the last year or so, when we publish an issue of the *Newfoundland Ancestor*, there is always someone wanting to be put in touch with the author of one of the articles, to supply more information. There are many Newfoundlanders and Labradorians all over the world who are doing great research and the *Newfoundland Ancestor* is the way they find each other.

Good luck with your research.

## EDITORS' NOTE

Summer 2021 has come to a close with lots of hope and encouragement for better days ahead. We hope with the pandemic coming to a near end, and with most of our population totally vaccinated, we are ready once again to meet with family and friends.

Nothing can take the place of personally meeting with extended family members and exchanging our stories. But there have been plenty of other opportunities to gather information to flesh out our family histories. It is always useful to visit local historical centres, cemeteries and other places that hold clues to our past. Hopefully, during the pandemic shutdown, you were able to add to your family tree by also doing lots of online research and reaching out to distant relatives near and far.

As always, we at the Family History Society would be delighted to receive your documented family history information and pictures to share with others in the Newfoundland Ancestor. Also, if you are at a stumbling block and you want help, you can always post an inquiry in the NLA to reach other researchers who share your interest. As editors of The Newfoundland Ancestor, we are always looking for a supply of articles and pictures to enable us to continue to publish the Ancestor four times a year. We welcome your submissions.

We would also like to express a very warm welcome to a new member of the NL Ancestor team, Brian Mallard. Brian has joined our team as of this edition and we look forward to his contribution to the NLA.



**Cindy Tedstone, Fred Smith, Ethel Dempsey, missing from photo Brian Mallard**

## NEWS OF THE SOCIETY



### ACQUISITIONS

Compiled by Rosalind Babb Stokes

#### TITLE

The RUMBOLT Family of Newfoundland

The MALLARD and HURLEY Families

Descendants of George MALLARD

Descendants of Lord William C. PERRY

The Old Methodist Cemetery, Come by Chance

*The following books have been donated by Tom Hynes:*

Who's Who In and From Newfoundland 1930

Who's Who In and From Newfoundland 1937

Who's Who in Newfoundland

Churches of Newfoundland Volume II

Terre-Neuve 1814-1914

Arn? Narn!

Potheads and Drumhoops

Lost Country, The Rise and Fall of Newfoundland 1843-1933

Polk's St. John's City Directory 1973

Newfoundland Directory

Against the Odds

*The following books have been donated by Yvonne Sinnott:*

St. Phillips Anglican Cemetery

#### AUTHOR/DONOR

Gordon Lane

Brian Mallard

Brian Mallard

Brian Mallard

Dale Jarvis

R. Hibbs, Editor

R. Hibbs, Editor

Ron Pumphrey

G. Benson, Editor

Ronald Rompkey

Thomas Roach

Garry Cranford

P. O'Flaherty

G. H. Andrews

Charborneau & Luke

---

Finding your Ancestors in Newfoundland	Bill Crant
No Apology From Me	Joseph Smallwood
TUCKER and SQUIRES genealogy	Gordon Squires
SAUNDERS Family History	Yvonne Sinnott
Children of William and Ann GARNETT RUBY	Audry Bergern
The City in Your Pocket	Paul O'Neill
Building the Railway	Robert R. Cuff
How We Got Around	George Earle
A Who Was Who of Families Engaged in the Fishery	Keith Matthews
Who's Who and Why in St. John's	Ron Pumphrey
Who's Who and Why in St. John's. As They Live and Breathe	Ron Pumphrey
A Trip to Labrador, Letters and Journal of E. Caldwell Moore	Walsh, Kirby
Downhome Memories	Ron Young
The Roy SAUNDERS Story, Man on the Ice	Rex Saunders
The Place called Quirpon	Earle Pilgrim
Not Too Long Ago	Garry Cranford
The French in Newfoundland	Brendan Parmenter
From Ireland with Fear, RICE and VEY Families	Les Vey
As Near to Heaven by Sea	Kevin Major
Tolerable Good Anchorage	Joan Rusted
Rattles and Steadies, Memoirs of a Gander River Man	Garry Saunders

## PUBLICATIONS

The following are available in hardcopy for sale at the office:

### **St. Paul's Anglican Church, Trinity T. B., Newfoundland**

Index of names, baptisms, marriages, and burials

1767-1867 \$25.00

1867- Early 1900s \$25.00

### **St. John the Baptist Roman Catholic Basilica marriages, St. John's, NL**

Index by surnames (bride and groom) 1793, 1797-1821, 1855-1874 \$25.00

There are about 4600 marriages in the Basilica records, sorted by bride's surname, bride's maiden name and by groom's surname. There are about 2400 baptisms in the King's Cove records.

### **St. James Anglican Church King's Cove, B.B. Baptisms**

Index by surnames 1835-1900

\$25.00

**NOTE:** Postage is not included in the prices listed on this page.

## **OFFICE HOURS**

The FHSNL office remains closed to members and the public but if you have a research request, membership information etc., please email your request to [fhs@fhsnl.ca](mailto:fhs@fhsnl.ca), or leave a telephone message. One of our volunteer staff will get back to you at their earliest convenience but due to current circumstances, expect a two to three weeks delay in answering correspondence and telephone calls.

All requests for research, articles and general information should be directed to the main office at 709-754-9525, e-mail at [fhs@fhsnl.ca](mailto:fhs@fhsnl.ca) or by regular mail.

**The Newfoundland Ancestor relies on its members and general public to submit articles regarding their family histories, community histories and other historical events related to family history. In order for us to continue to publish the Ancestor we need you to continue to send in articles and pictures. E-mail us at [ancestor@fhsnl.ca](mailto:ancestor@fhsnl.ca)**

If you would like to see an article about a specific topic in the Newfoundland Ancestor, please let us know and we will attempt to find the information for you. Topic suggestions are always welcome.

## **WEBMASTER'S REPORT**

Among the latest additions to the FHSNL website are several copies of voters' lists that are in the custody of the Provincial Archives. For instance, the entire 1928 voters list, spanning every community on the island of Newfoundland, is now available via our website. Note that the 1928 election was the first one for which women were entitled to vote, so it is interesting to see the many women who appear in the voters list.

Also of particular interest are several voters lists from 1889. Many of these were written onto pre-printed forms that asked for the name, occupation, age, place of birth, and the name of father of each voter. Although the 1889 election was a general election that affected many districts, the Provincial Archives does not have a complete collection of 1889 voters lists. So I would like to put out a request to our members: if anybody knows where additional voters lists from 1889 are currently found, please get in touch.



## IN MEMORIAM Submitted by Pat Walsh

Note: In this and previous issues of *The Newfoundland Ancestor*, I have attempted to pay honour and respect to our veterans of World War II and the Korean War and members of our Armed Forces and also other citizens who have died aged 100 or older. There may be some individuals included who may have achieved some noted degree of accomplishment in their chosen profession. I have relied on the obituary notices in the local *Telegram*. I know there are many other veterans and other noted individuals who have passed away in other areas of our province. More information on these individuals may be found in *The Telegram* - [www.the-telegram.com/](http://www.the-telegram.com/). Lest We Forget

**Aylward**, Fintan Joseph, Honourable Justice. March 11, 1928– June 29, 2021, in St. John's. Born in St. Lawrence, son of Patrick & Annie (Connors). Predeceased by his parents, his brothers, Nelson, Gordon, Gerard, his twin brother Fabian & his sisters, Sister Mary Madeline RSM, Margaret Etchegary (Theophilous) Patricia Aylward & Madelyn Cotter (Bill). He served as a Judge in the Supreme Court of Newfoundland & Labrador. He was a Member of the House of Assembly, Government of Newfoundland & Labrador for the Placentia East district in the early 1970s. Member of the Knights of Columbus, founder of the Legal Aid Commission. He led the Royal Commission into the fluorspar tragedy & was a member of the Ocean Ranger Royal Commission. Husband of Ann. Father of Geoffrey, Gillian, Bruce, Bradley, Christopher & Alison. Obit & photo July 2, 2021.

**Crane**, John of Upper Island Cove, at Carbonear, on July 29, 2021, aged 86. Born on April 7, 1935, son of Mark & Blanche, of Upper Island Cove, Conception Bay. Former Member of the House of Assembly, Government of NL, Harbour Grace District, 1989 - 1995, Liberal. Former Mayor & Town Councillor. Predeceased by his parents & infant sister Mary. Husband of 63 years of Leah Marion (Parsons). Father of Cheryl Davis (Paul), Darril, Edith Slaney, Rosalind Vickers (Ron), Joan Harty & Mark. Brother of Fannie Lynch (Henry) Jannis & Shirley

Mullins (Ernest). Long-time volunteer. Grand Master of Grand Orange Lodge, NL & Canada. Past Master of Masonic Lodge, Harbour Grace. Past President of Trinity– Conception Shrine Club. Shriner of the year. Obit & photo July 31, 2021.

**Dinn**, Patrick Joseph on June 7, 2012, aged 87. Veteran, WWII. Predeceased by his parents John & Mary Jane & his brothers William, John, Francis & Peter & his sisters Mary, Delores, Theresa & Kate. Husband of 57 years of Theresa (Melvin). Father of eight. Brother of Mike & Frank. Obit & photo June 9, 2012.

**Doyle**, Margaret Rita (nee Lyons) Oct. 12, 1919 – July 8, 2021 in Avondale, aged 101. Predeceased by her husband Gerald, her daughter Mary Ellen, infant children, Peggy & Gerald & her parents & sisters & brothers. Mother of Clar, Jerome, Gervase, Pat, Bernie, Gerald & Jimmy. Obit & photo July 10, 2021.

**Dunne**, James (Jimmy) Patrick , in St. John's on July 19, 2013, aged 81. From Witless Bay. Veteran, Korean War, Paratrooper, Medic. Predeceased by his parents Patrick & Anne, sisters Dot O'Flaherty (John, deceased), Ag O'Keefe (John, deceased) Nellie Morgan & Edward, (deceased) brothers Ronald, Eddie, Willie & Harold. Brother of Kay in Vancouver, BC. Obit & photo July 22, 2013.

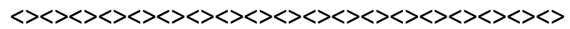
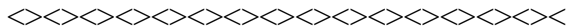
**Froude**, Lillian (Lily) Mace Bannerman (nee Hutchings) of St. John's, formerly of Spaniard's Bay on July 25, 2021, aged 100. Predeceased by her parents William & Ella Hutchings, her first husband George Froude, her second husband Leslie Noel & her brother Alan Hutchings. Sister of Melvine Hutchings. Step-mother of Sandra Noel & Fraser Noel. Interment at Mount Pleasant Cemetery, St. John's. Obit & photo July 27, 2021.

**Healey**, Loretta, nee Mullins, ON Aug. 5, 2021, aged 100. Born on July 11, 1921 in Marystown. Predeceased by her parents Peter & Nora Mullins, her sister Maude Butler & her husband Alexander (Sandy) Healey.

I am bound to them, though I cannot look into their eyes or hear their voices. I honour their history. I cherish their lives. I will tell their story. I will remember them. – Author unknown. From the Newfoundland & Labrador Genealogy Facebook page.

They were married in 1944. Mother of Phyllis Marie, Patricia, Alexandra, Mary Cook (Doug), Anne Richardson (Charlie, deceased), Gerald, Fred, Eric & Peter. Obit & photo Aug. 13, 2021.

**Randell**, Bertha Jannette, Feb. 26, 1915 – June 22, 2021 in her 107<sup>th</sup> year. Predeceased by her parents Robert James & Henrietta (DeGrish) Randell, her brothers Clement & Cecil & her sisters Annie Haynes (William), Anita Shields (Winthrop) & Florence Guy (Albert). Interment in the Anglican Cemetery, Forest Road, St. John's. Obit & photo June 26, 2021.



One of our members took this photo some years ago in the Conception Bay area. If any reader can tell us more about this, we will pass the information on to the member. Of particular interest is what was written on the stone.

## NEWFOUNDLAND AND LABRADOR STRAYS DEATHS AFAR

Compiled by Pat Walsh [pwalsh1919@gmail.com](mailto:pwalsh1919@gmail.com)

What is a Stray? A Stray is defined as a person who is described in a record of an event as being from or connected with a place outside the area in which the event took place. For example, someone born in one place dies in another and the event is reported in a local newspaper. I do take most of our strays from *The Telegram*, as noted below. Thank you to The Ontario Genealogical Society for this definition of a Stray.

Strays from Bell Island appear on the Historic Wabana Nfld Facebook page. It is a page celebrating the history, culture & people of Bell Island, NL with particular emphasis on the Wabana iron ore mining operation. Thank you to Gail Hussey-Weir. This public group page has over 3,000 members.

The obituary information which follows has been taken from past issues of *The Telegram*, a daily newspaper published in St John's, NL unless another newspaper has been noted. For more detailed information, please research the newspaper for the dates shown.

**Carter**, Glen, Aug. 25, 1960–July 24, 2021 in Hamilton, ON. From Bell Island. Predeceased by his parents Roy & Myra and his son Christopher, sister Wanda & brother Andy. Father of Bradley, Jesse & Dente. Brother of fourteen. *The Cambridge Times* Aug. 4, 2021. Obit & photo T. Little Funeral Home & Historic Wabana Nfld Facebook page.

**Clarke**, Ignatius Henry “Nish” on May 15, 2021 in Ontario. Veteran, retired as a Warrant officer with the Airborne Regiment in 1976. Employed with Johnson Matthey in Brampton, ON for 31 years. Born in 1941 on Bell Island. Predeceased by his parents Michael & Bell & his sisters Mary Brunton (Lloyd) & Dole Clouthier (Gerry). Husband of 44 years of Elaine Boland Clarke. Father of Mysha Brown (Jeff) & Jeffrey. Brother of John, Jim, Tom & Marie Cummings (Art). Obit & photo Corbett Funeral Home, Cambridge. ON & Historic Wabana Nfld Facebook page. Also see Cambridge Times.com

**Dunphy**, Carol on July 18, 2021 in Ottawa, ON, aged 70. Originally from Holyrood. Predeceased by her parents Michael & Mary Dunphy & her brother Brian. Sister of Janet, Peggy, Laura & Michael. A hairdresser for over fifty years in NL & Ottawa, ON. Obit & photo July 24, 2021.

**Ellis**, Boyd on Aug. 24, 2021 in Calgary, AB. Aged 55. Originally from St. John's. Predeceased by his mother Jean Ellis. Son of John. Twin brother of Barry. Obit & photo Aug. 28, 2021.

**Foley**, Paul March 6, 1960-Aug. 22, 2021 in Cambridge, ON. Originally from Bell Island. Son of Eileen Foley. Predeceased by his father Leo in 2017. Husband of Barbara. Father of Paul. Brother of Perry, Philip & Barry. Obit, Lounsbury Funeral Home, Cambridge, ON. Also on the Historic Wabana NF Facebook page.

**Houlihan**, John, 'Jack', Joseph of St. Albert, AB on Aug. 20, 2021, aged 61. Originally from the Placentia area. Husband of 37 years of Carol, Father of Andrea, Leanne & James. Predeceased by his parents Brendan & Neitha & his brothers Adrian, Brendan Jr. & Jerome. Brother of Edward, Adrian, Jim, Mike, Brian, Andrea, Elaine, Sharon, Yvonne, Karen, Debbie & Renee. Obit & photo Aug. 28, 2021.

**Ivany**, Silas Walter, on June 19, 2021, in Cambridge, ON, aged 92. Born on Bell Island, son of Walter & Clara. Predeceased by his parents & daughter Audrey Haines. Husband of 62 years of June. Father of Brenda Welsh (Tony), Rick & Darlene. Brother of Walter & Miriam Bickford. Obit & photo Corbett Funeral Home, Cambridge, ON. See also Historic Wabana Nfld Facebook page.

**Kelly**, Major Robert John, CD, CPSM on Aug. 25, 2021, at home in Woodlawn, ON, aged 46. Member of the Canadian Armed Forces, Army Logistics Officer. Born in St. John's on Sept. 12, 1974, son of John & Brenda. Predeceased by his parents. Partner of Robyn Graham. Father of Grace, Claire, Ava, Jacob, Connor & Ty. Brother of Andrea & Nancy. Obit and photo Aug. 28, 2021

**Lannon**, Samuel (Sam) Francis Oct. 3, 1944 –Nov. 13, 2020, in Dartmouth, NS. Born in St. John's, son of Leo & Florrie nee Pritchett (deceased Feb. 21, 2014). Graduate of Brother Rice High School in St. John's. Noted hockey goaltender. Employee of Revenue Canada. Predeceased by his parents & his wife Moreen (Martin). Father of Chris, Andrew & Colleen. Brother of Regina, Philip & Paula. Obit & photo Dartmouth Funeral Home Ltd. Dartmouth, NS.

**Lomond**, Dorothy (nee Young) of Bedford, NS, in Halifax, NS on July 6, 2021. Formerly of Corner Brook. Wife of 63 years of Tom

(Melvin Thomas Lomond). Mother of Arlene, Heather & Lisa. Obit July 10, 2021, *The Chronicle Herald*.

**Osborne**, Anita F. (nee Thornhill) on June 10, 2021 in her 77<sup>th</sup>. year in Newcastle, ON. Daughter of Ambrose & Emily (Hillier) Thornhill of Grand Bank. Predeceased by her husband Edward & her brother Hubert Thornhill. Wife of four years of Ed Moss. Sister of Bernice Bartlett (Glynn). Obit & photo June 26, 2021. See [www.newcastle-funeralhome.com](http://www.newcastle-funeralhome.com)

**Nugent**, Margaret (Peggy), aged 68 in ON. Predeceased by her parents Edward & Annie Bown, Bell Island & her brother James. Sister of Deborah. Wife of 51 years of Don Nugent. Mother of Tracy & Susan. Obit & photo Cambridge times April 15, 2021.

**Parsons**, Capt. James William "Jim", aged 87, of Dartmouth, NS on May 14, 2021 in Dartmouth, NS. Born in Burgeo. Predeceased by his parents Henry & Reta (Dominey) & his wife Amelia "Millie" (Genge) & his brothers Harry & Norm & his sister Thelma Zipfel. He had a 35-year career with Imperial Oil, working on tankers. He attained the rank of Ship's Captain. Father of Cindy Boyce (Ken), James & Barry. Brother of Sylvia, Jean & Doug. Obit & photo *The Chronicle Herald* May 17, 2021.

**Rendell**, Elizabeth Geraldine "Gerry" (nee Walsh) RN, in Kelowna, BC, aged 76, on July 15, 2021. Born in Corner Brook on April 23, 1945. Predeceased by her parents Harold (1970) & Nellie (Earle) Walsh (Jan. 2, 1994) & her sister Florence Molloy (Bernard, deceased). Wife of 52 years of Jim. Mother of Jim, Leduc, AB & Mark, Edmonton, AB. Sister of Michael Graduate of St. Clare's Mercy Hospital School of Nursing, St. John's. Obit & photo July 24, 2021.

**Taylor**, Ina (nee Bonnell) in Kingston, ON, on June 23, 2020, aged 82. Predeceased by her parents George & Elizabeth Bonnell (nee Maddigan) & her son Jeffrey Taylor (Oct. 7, 2018). Wife of 56 years of Calvin Taylor. Mother of Jackie McEachern. Sister of Ed & Bernice Murphy. Obit & photo Aug. 26, 2021.

**Thistle**, Thomas Frank, of Windsor, NS on May 14, 2021, aged 79 at Hant's Community Hospital, Windsor, NS. Born in St. Anthony on June 18, 1941. Predeceased by his parents Thomas & Teresa (Clothier – Anderson & his wife Heather Ann Bishop. Father of Susan, Karen & Thomas A. Obit *The Chronicle Herald* May 17, 2021. Obit & photo J. Wilson Allen Funeral Home, Summerville, NS.

**Lavallee-Wiens**, Diane, aged 59 of Boutilier's Point, NS, in Halifax, NS, on June 26, 2021. Born in NL on Sept. 30, 1961, daughter

of Joseph & Carmelita "Carm" Lavallee. Predeceased by her father on Jan. 13, 2010, in Port Saunders & her mother, her husband Brian (Oct. 6, 2002) & her brothers Joseph, Wayne, Rick, & Reg. Mother of Travis & Ryan. Wife of Murray. Step-mother of Jessi, Myles & Ross. Sister of Danny, Myron & Jim. Obit & photo *The Chronicle Herald* July 28, 2021. See also T. J. Tracy Cremation & Burial Specialists, Glace Bay, NS.

**Woodford**, George Basil Joseph of Cornwall, PEI, in Charlottetown, PEI on July 23, 2021, aged 82. Born in Harbour Main, Conception Bay in 1939, son of Frank & Marie (Dalton). Husband of 56 years of Hilary (Mugford). Thirty-seven-year career with the Federal Public Service. Father of Kristine, Geoffrey, Cory & Dane. Brother of Bert, Marion Seaward (Bob), Lillian Lewis & Frankie Woodford. Obit & photo July 26, 2021.

**Note:** A good source for obituaries & In Memoriam notices is *The Shoreline*, a community newspaper covering Conception Bay South, Paradise, Conception Bay Centre & the Avalon.

I encourage our members and readers to check the Newfoundland's Grand Banks web site at [ngb.chebucto.org](http://ngb.chebucto.org) for the regular updates. Recently added material often includes obituaries from various newspapers.

## FINDING THE ANCESTORS OF MY GREAT-GRANDMOTHER

Fred Smith

Several people have asked if I would write a short article illustrating how I use DNA to confirm branches of my family tree. In this short article I will attempt to illustrate how I confirmed my great grandmother's ancestry and where she was born.

My great-grandmother, Mary Ann Snow (1827-1910), married my great-grandfather, William Tilley (1815-1912) and they settled in Kelligrews. Mary Ann died in 1910 and the obituary printed in the Evening Telegram noted that the funeral was quite large. Interment was in Foxtrap.

A LARGE FUNERAL. The funeral of Mrs. Mary Ann Tilley, wife of W. Tilley, took place at Kelligrews yesterday and was largely attended. Mrs. Tilley was in her 83rd year and was beloved and respected.

The Evening Telegram, St. John's, Newfoundland, December 10, 1910.

However, the Vital Statistics record of her death listed her place of birth as Port de Grave.

For years I searched Port de Grave records for her birth record and found a number of people named Mary Ann Snow, but easily eliminated all the names because for some "Snow" was a married name, for others the birth and death dates were not close to those of my ancestor.

Later I started searching much wider and found Mary Ann Snows in many communities across Newfoundland. I eliminated all but one. This Mary Ann Snow was born in Harbour Grace in 1827, the same year my great grandmother was born. Was this a coincidence or was she, indeed, my ancestor? This Mary Ann Snow's ancestry has been well documented by other researchers so if I could make the connection, I could take that part of the family history back quite a few generations.

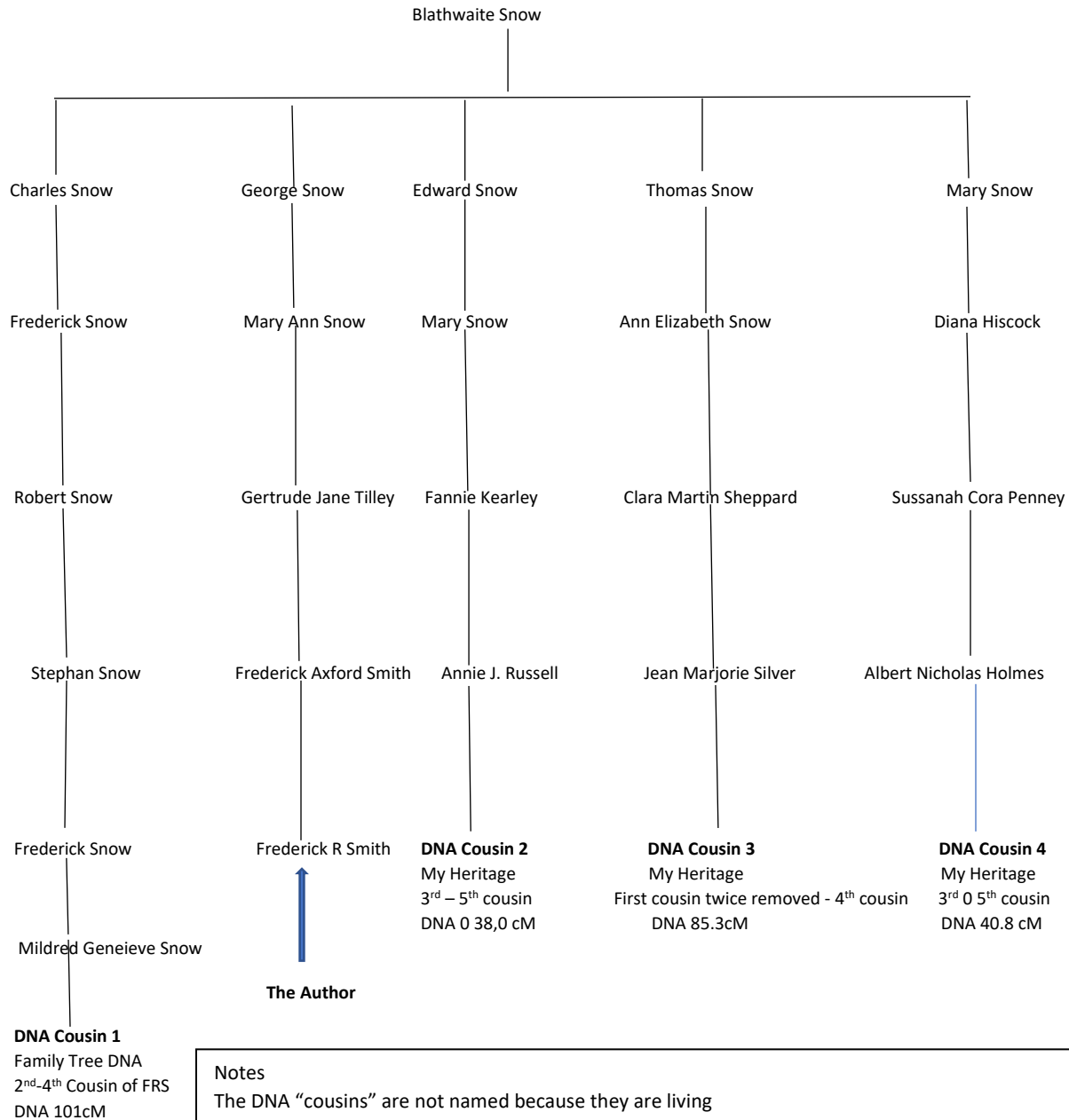
The Mary Ann Snow born in Harbour Grace was the daughter of George Snow and granddaughter of Blathwaite Snow.

In 2015 I submitted specimens to Family Tree DNA and a month or so later my DNA results were posted on their web site, and I started working through the posted family trees. I found lots of DNA cousins but nothing for the Snow family at first, but after several years a man, who I will call DNA Cousin 1, posted his family tree which went back to Blathwaite Snow. No other contacts turned up in Family Tree DNA but several years ago I purchased a membership in My Heritage and that company can import the Family Tree DNA into its system and compare with their members. Through My Heritage I found three DNA Cousins whose family trees go back to Blathwaite Snow. All four DNA cousins, DNA cousin 2, DNA cousin 3 and DNA cousin 4, go back to different children of Blathwaite Snow (see the accompanying chart).

(Note: I refer to my DNA cousins by number because we do not publish the names of living people without their permission)

### CONCLUSION

My great-grandmother, Mary Ann Snow, was born in Harbour Grace and was the daughter of George Snow and granddaughter of Blathwaite Snow. There are Snow families in Kelligrews and apparently most originated in the Port de Grave area. By sea it is approximately 16 Kilometres from Kelligrews to Port de Grave and there used to be a ferry running between Kelligrews and Port de Grave. Possibly it was just assumed Mary Ann was from one of the Port de Grave families and that was what was recorded in the Vital Statistics.



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## **THE WRECK OF THE S.S. TOLESBY AND BRAVE JOSEPH (JOE) PERRY**

By Brian Mallard

In January 1908 the S.S. Tolesby, a British merchant ship out of West Hartlepool, England was the unfortunate victim of a vicious winter's storm near Trepassey Bay, Newfoundland. It was en route from Galveston, Texas, United States to France with a cargo of cotton. This article will be comprised of four parts. Firstly, the wreck report for the S.S. Tolesby court inquiry. Secondly, the experience of the crew as reported in The Evening Telegram of 18 January 1908. Thirdly, a poem written about the rescue from an unknown author. Fourthly, a family history of the hero of the rescue, Joseph (Joe) Perry.

The Court of Inquiry was held at St. John's, Newfoundland on 22<sup>nd</sup>, 23<sup>rd</sup>, 24<sup>th</sup> and 25<sup>th</sup> January 1908. Its mandate was to investigate the circumstances of the grounding and loss of the S.S. Tolesby of West Hartlepool, England, Official Number 115122, on the southeast coast of Newfoundland on 13 January 1908.

### **REPORT**

The S.S. Tolesby, registered in West Hartlepool, England had a net tonnage of 2578. Its draught was approximately 17 feet. The crew was comprised of 27 men of different nationalities. The S.S. Tolesby departed Galveston, Texas, United States with a cargo of cotton destined for Havre, France on 29 December 1908. The ship was well equipped with two lifeboats and a jolly boat. A jolly boat was usually hoisted at the stern of a ship. It was used mainly to ferry personnel to and from the ship or small-scale activities.

There was a complete set of lifebelts, a patent sounding machine besides a hand deep-sea line. It had a full set of Admiralty charts, a good chronometer and three compasses all adjusted and in satisfactory order. The Tolesby sailed into Newport News, Virginia on 6 January 1908 to replenish their supply of coal. The weather was fine and that gave opportunities for daily observation and compass testing.

The S.S. Tolesby made for the coast of Newfoundland on 13 January 1908 which was the day of disaster. The preceding day, 12 January, the captain and first officer had a very good observation: latitude 44.09, longitude 56.22 West. Cape Race was 198 miles distant and bore E.N.E. magnetic. The ship was steering E. by N.  $\frac{3}{4}$  N. magnetic.

At 5:00am on 13 January the course was altered to E. by N.  $\frac{1}{4}$  N. At 9:00am the course was altered to E.; and again at 10:00am to E.S.E. The course was continued for three quarters of an hour when the weather took a turn for the worse with dense fog and snow.

At this time (10:45am) the engines were reduced to half speed; about 5-6 knots. Just as the speed was being reduced a whistle was heard, a point before the beam. According to the captain and second officer, whose watch it was, the whistle was "irregular and indistinct." The irregularity and indistinctness were attributed to the distance of the signal and to the snow and fog. However, the lead was not used. The wind was blowing that day from S. to W.S.W.

The captain took this to be the Cape Race signal. He knew there was a whistle at Cape Race. He had no knowledge of the whistle at Powell's Head in Trepassey Bay. Taking it to be the Cape Race



signal and feeling sure of his position he altered his course to East and continued on that course until the vessel struck in less than two hours after. The captain did not throw the lead in all the snow and fog. So thick was the weather that the S.S. Tolesby was in the breakers when land was seen.

The engines were at once put full steam astern and it worked well for a few minutes and then suddenly the engines began to race either because the propeller had dropped off or the shaft was broken. The ship was now a helpless wreck. At 8:00pm she broke in two abaft (in or behind the stern of a ship) the engine. The forward part of the ship with approximately 5 to 6 thousand bales of cotton under hatches is well on the beach. The cargo could probably be saved. In the suddenness of the grounding there was no time to save personal effects but through the coolness of the captain, his officers and crew the beach was reached without loss of life or serious injury to health.

For twenty-four hours after gaining a precarious footing on land they suffered extreme hardship which they bore bravely until they were discovered by some fishermen from a neighboring community called "The Drook" which was just outside Portugal Cove South. The captain's evidence on the subject of the rescue of himself and his crew by these kindly fishermen paid particular attention regarding the conduct of one Joseph (Joe) Perry (b:1881). The simple narrative of the captain would make out as meriting some public recognition for self-sacrifice and intelligent deliberate devotion to the work of saving human life.

The captain of the S.S. Tolesby, Charles Payne, had been at sea between 23 and 24 years. Twenty of those years he was in command of ships, and this was his first appearance before any Court of Inquiry. He attributed the loss of his vessel to a strong northerly set of the current. He also noted the breakdown of the engines at a critical moment. There was also mention of a new fog whistle at Powell's Head which he mistook for the Cape Race whistle.

Captain Payne stated he had such good observation on 12 January that he took the supposed Cape whistle as a verification of his position off Cape Race in safe water. When questioned on why he did not use his lead he replied because he had such an excellent observation on 12 January. He also stated he believed the whistle he heard was the Cape Race whistle. Lastly, the captain believed he was steering such a safe and proper course. The Court of Inquiry did not accept these reasons for neglecting the lead.

## **JUDGMENT**

The Court of Inquiry considered that the master of the S.S. Tolesby had been "negligent" in the use of his lead. While in Newfoundland waters to the westward of Cape Race it was his duty to take soundings which were taken irregularly. When at 10:45am on 13 January a whistle was heard "irregular and indistinct" as described by Captain Payne and the second officer, he should have promptly verified his position by frequent casts of his lead.

The captain was not aware that the fog signal at Powell's Head, Trepassey Bay, had been changed and concluded the whistle he heard was at Cape Race. That conclusion held for final and decisive was rash. A cast of the lead then would have shown him his error. He neglected this obvious

precaution which prudence would have dictated to a careful master, and which under all the circumstances he was bound in duty to take.

**In view of his excellent record the Court considers his default to be sufficiently punished by suspension of his certificate for three months. It is suspended accordingly.**

(Issued in London by the Board of Trade on the 28<sup>th</sup> day of February 1908)

Derek Savage from Worcester, England is Captain Charles Payne's great-grandson. He has been researching his great-grandfather's 40-year career. He is researching the wreck of the S.S. Tolesby with the goal of shaping it into a chapter in a book on Captain Charles Payne's career. The book would be primarily for the family. Derek is cognizant of the Court of Inquiry and the details of the rescue. There are some details where, hopefully, someone in Newfoundland may be able to help. Derek writes, "I know that the shipwrecked men safely reached their homes after being shown great kindness by the people of Newfoundland - especially those in The Drook, Portugal Cove South and Trepassey. They included Joseph Perry and the families of his fellow fishermen who took the strangers into their homes after hoisting them up the cliff. There was even a ballad/song written about the rescue and Memorial University has kindly provided a copy for me."

Derek says "the story was reported widely in newspapers including The Evening Telegram which gave extensive coverage...I want to ensure that the actions of Joseph Perry, the fishermen and their families are mentioned (in the book) and I am wondering if the story of the loss of the S.S. Tolesby has been passed down through any surviving families. Who was he? What happened to him? And, does a photograph of him exist somewhere, I wonder?" If the reader can assist Derek in his quest you can contact him at [dereksavage@talk21.com](mailto:dereksavage@talk21.com)

### **THE EVENING TELEGRAM, 18 JANUARY 1908**

The following is an article from The Evening Telegram. The former piece on the Court of Inquiry was convened to ascertain who if anybody was to blame for the wreck of the S.S. Tolesby. The article from The Evening Telegram gives personal accounts of what the men went through from the time of the wreck to their rescue from the bottom of a 500ft cliff.

"The D.P Ingrabam, Captain L. Young, arrived here (St. John's) at 1:00pm today (18 January 1908), bringing Capt. Payne and the wrecked crew of the S.S. Tolesby. Two Telegram reporters boarded the tug as soon as she arrived at Bennett's wharf and interviewed the captain and officers. The crew are all well but look as if they have gone through a hard experience, which on getting their story was found to be the case. The Captain was so upset at the loss of his vessel that he was unable to give a report about it and asked the mate and the chief engineer to give our reporters all the information required. Captain Strong came on board and made arrangements to procure boarding places for the crew. The Captain and officers will go to Crosbie Hotel.

## **THE MATE'S REPORT**

Mate W.H. Phillips, who is a native of Cardiff, gave the Telegram his version of the loss of the ship. The S.S. Tolesby left Galveston, Texas on the 27<sup>th</sup> of December with a load of cotton for Havre, France. The voyage was uneventful till the ship came off the coast of Newfoundland on January 13<sup>th</sup>, Monday, when a thick snowstorm set in. At 12:30pm it was thick that it was impossible to see the length of the ship ahead. The Capt. had meantime heard the whistle on Powell's Head and not knowing anything about any other whistle than that at Cape Race, believed that he was a safe distance.

## **OFF THE LATTER CAPE**

Suddenly the ship struck on the rocks off Freshwater Point near Little Seal Cove. She struck fore-head on and caught on the rocks for a minute and then swung round broadside to the surf that was running at a tremendous rate. The crew believed that they were all doomed when they got a glimpse through the thickly falling snow of the cliff 500 feet or more high looming above them, with its abrupt front, forbidding any possibility of ascent. At first there was a hope of remaining on the ship, but soon she began to break up aft and all hands were told by the captain to look out for their lives. The boats were lowered, but as fast as they were put out they were broken and filled with water, all except one boat with five men in it which...

## **...GOT AWAY FROM THE SHIP**

And put off to sea. Several attempts were made by the crew who remained on the ship to get to the beach. The life boat on which we all depended filled with water and was crushed on the rocks by the heavy sea running. The crew got into other boats which also were smashed between the ship and the reef, but the men jumped out and swam and ran through the surf and reached the beach safely. There they huddled, wet, cold and miserable on the rocks. Meantime the boat that put to sea with three sailors and two firemen in her came back at 4:00pm and got aboard the steamer again. They had a narrow escape from being drowned as their boat filled with water. As the Tolesby was fast going to pieces they also decided that their chances of life were best on the rocks with the rest of the crew. They passed their boat around the stern with a line and then...

## **...MADE A DASH FOR THE SHORE,**

the boat filled with water but they held onto her and were driven on the shore when they jumped out of her in safety. The position of the crew on the narrow strip of shore in the cove that intervened between the sea and the cliff was becoming now dangerous every moment. The surf was dashing its spray over them according as the tide rose and was driving them back to the cliff foot by foot. They realized that they would be all drowned if they remained there during the night. The boatswain, a Swede, Alexander Windberg,

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**...VOLUNTEERED TO CLIMB THE CLIFF**

by using a marlinspike (a marlinspike is a tool used in marine rope work. Shaped in the form of a polished metal cone tapered to a rounded or flattened point, it is used in such tasks as unlaying rope for splicing and untying knots). He succeeded and three others followed him. The tide now had risen so high and seas swept in so that the rest of the crew were unable to get to the point where the four made their ascent. A rope was put down from the men above, but they were unable to avail of it. The night was spent in the most abject state of wretchedness by the men in the cove. They picked up some wreckage as it drove ashore and managed to make a fire, but the sea increased and put the fire out and drove the men

**...BACK TO THE EXTREME END OF THE COVE**

Snow fell heavily during the night and made life more miserable. Occasionally rocks would fall too, out of the cliff, and they did not know what minute one of them would strike one of their number which meant death in another shape. They were between Scylla and Charybdis (mythical sea monsters) with a vengeance.

In this predicament they remained till next day at 11:00am when the fishermen residing in The Drook, a near-by settlement, saw them in the cove, and at once took steps to rescue them. Three or four men who had got over the cliff in the night also returned during the forenoon to the brow of the cliff. They had wandered about on the shore all night seeking human habitations, but found none, except an empty hut, where they put up till morning.

When the men of The Drook took in the situation they procured a rope and Joseph Perry bravely tied a rope around his waist and descended the cliff, then he tied the rope around the men one by one and they were pulled up by the fishermen of The Drook. The wrecked crew then travelled to The Drook and where they were kindly treated by the inhabitants, whose kindness the captain and officers will never forget.

**CHIEF ENGINEER OSBORNE'S STORY**

Chief engineer Osborne's tale is as follows: We sent a boat on shore in which were five men. They brought a line to the shore and by this means the remaining portion of the crew were hauled on shore. We had to wade ashore through the beating surf, which at times threatened to drown us; but after some hard fighting we managed to reach the cove. The men that came ashore in the boat climbed the cliff before the tide rose. It was then settling in dark, and some heavy seas were washing over the cliff. We made fires on the beach with some of the ship's wreckage, and did everything we could to make things as cheerful as possible. All this time the wind was howling and the sea was beating madly on the beach, and after some time the sea came on the beach so strong that it washed all the fires out.

We had to keep shifting about all night to keep ourselves from freezing. We once more attempted to light some fires which we were doing and by their heat we kept ourselves pretty warm until daylight. We made several attempts to get up the cliff but failed owing to the surf breaking against it. Large pieces of rock tumbled down the cliff in all directions, making us feel nervous. This

continued at intervals and we were afraid at times that we would meet our deaths by the falling pieces of rock.

Finally, when we were beginning to feel uncomfortable, a fisherman was seen coming down the cliff with a line made fast around his body. The fishermen on the cliff belonging to Seal Cove were lowering him down. As we noticed him every now and then clearing away large portions of the rocks and other stuff from the cliff to make for us a passage way up as feasible as possible. When he landed in the cove he tied us one after the other with the rope, and we were pulled to the top by the fishermen. The fisherman who was lowered down the cliff, and who tied us up with the rope, is named Joseph Perry, and I might say that he is worth a medal for his bravery.

He worked to get us safely landed as I never witnessed a man working before. When we were all landed the inhabitants came and took us to their homes and made us as comfortable as possible. The coat I have on my back was given to me by a fisherman. I saved nothing except my watch and chain. I would like the newspapers to thank these fine men who were the means under Providence in saving our lives. Too much praise cannot be given to them.

#### **NAMES OF CAPTAIN AND CREW OF THE S.S. TOLESBY**

C.J. Payne-Captain

W.H. Phillips-Chief Engineer

A. Boothroyd-Second Officer

J. Searle-Steward

Gregory Perer-Cook

Alexander Windberg-Boatswain

Miguel Niclord-Able Seaman

J. Jenkins-Able Seaman

Joseph Caboran-Able Seaman

J. Fergeraldo-Able Seaman

Joseph Forres-Able Seaman

Hypolito Layian-Able Seaman

F.H.Osborne-Chief Engineer

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W.J. Robson-2<sup>nd</sup> Engineer

J. McDonald-3<sup>rd</sup> Engineer

J. Anthony-4<sup>th</sup> Engineer

W. Pike-Donkeyman (member of ship's staff who controlled operation of ship's radio)

S. Camerelina-Fireman

Toguro Longroad-Fireman

Joseph Romeo-Fireman

Albert Butz-Fireman

Louis Maryrim-Fireman

Andre Feodores-Fireman

Scott Stamp-Boy Apprentice

David Osmond-Boy Apprentice

On the way from Trepassey a collection was made up on board the D.P.Ingrabam and five pounds ten shillings was realized. This was taken up by the crew of the wrecked steamer and they are going to send it to the men who saved their lives, as a small token of esteem for their heroic services performed by them when they were cast ashore.”

### THE WRECK OF THE TOLESBY

(Author unknown)

Ye daring sons of Newfoundland, come listen unto me,  
And I will sing of dangers that are met with at sea;  
I'll tell you of the *Tolsby* that came to grief one day,  
At a place called Little Seal's Cove up in Trepassey Bay.

She left Galveston, Texas, in December, safe and sound,  
With a heavy load of cotton to a port in France was bound;  
Her voyage being uneventful till her course she tried to trade,  
All in a blinding snowstorm while making for Cape Race.

It was on Monday afternoon the storm it did appear,  
On the thirteenth day of January, to you I'll make it clear;  
When suddenly she struck a rock, which ships had struck before,  
Some distance from Freshwater Point, near Little Seal's Cove shore.

With twenty-seven souls on board, which did comprise her crew,  
They lowered their boats when Captain Payne gave orders for to do;  
Like matchwood they were smashed in twain be heavy seas and knocks,  
While those frail craft and crews were striking on the rocks.

They jumped into the seething froth and swam towards the beach,  
With thanks unto kind providence, they all did safely reach;  
With the wreckage from the ship they left amidst the storm,  
A fire upon the rocky beach that night to keep them warm.

They won't forget that awful night, when they had reached the shore,  
With the frowning cliffs all 'round them and the ocean's maddening roar;  
With the frozen sleet beneath their feet and freezing blinding spray,  
Shipwrecked near Little Seal's Cove up in Trepassey Bay.

Don't talk to me of other lands where courage has been shown,  
Have we not got the men to do such brave deeds in our own?  
Where would you find such braver men than those upon that day,  
Who saved *Tolsby's* shipwrecked crew up in Trepassey Bay?

At ten o'clock next morning some fishermen from The Drook  
'Twas on that awful precipice they chanced to cast a look;  
They saw the *Tolsby's* shipwrecked crew five hundred feet below,  
And brave Joe Perry volunteered that he would to them go.

This gallant, valiant fisherman such danger he would have faced,  
As they low'r'd him o'er the hill side with a rope tied 'round his waist;  
Around the twist of twenty-two the hempen rope he tied,  
And one by one they were pulled up that rugged steep hillside.

**Collected in 1951 from Mrs. John Molloy of St. Shott's, NL, and published with a misspelled title in MacEdward Leach and The Songs of Atlantic Canada copyright 2004 Memorial University of Newfoundland Folklore and Language Archive (MUNFLA).**

**A similar variant was printed in 1923 as The Wreck Of The Tolesby on page 13 of Songs Their Fathers Sung, For Fishermen: Old Time Ditties published in St. John's by James Murphy [1867-1931]. A variant was also collected in 1951 from John Bulger of Trepassey, NL, and published as The Wreck of The Tolesby in MacEdward Leach and the songs of Atlantic Canada copyright 2004 Memorial University of Newfoundland Folklore and Language Archive (MUNFLA).**

U. S. DEPARTMENT OF JUSTICE  
IMMIGRATION AND NATURALIZATION SERVICE

No. 1 R 359866

**CERTIFICATE OF ARRIVAL**

I HEREBY CERTIFY that the immigration records show that the alien named below arrived at the port, on the date, and in the manner shown, and was lawfully admitted to the United States of America for permanent residence.

Name: **Joseph Perry**  
Port of entry: **Vanceboro, Maine**  
Date: **March 5, 1912**  
Manner of arrival: **Railroad**

I FURTHER CERTIFY that this certificate of arrival is issued under authority of, and in conformity with, the provisions of the Nationality Act of 1940 (Pub., No. 853, 76th Cong.), solely for the use of the alien herein named and only for naturalization purposes.

IN WITNESS WHEREOF, this certificate of arrival is issued

CERTIFICATE OF REGISTRY ISSUED

th

By *E. Salisbury*  
LEMUEL B. SCHOFIELD,  
Special Assistant to the Attorney General.  
Chief, Certifications Branch.

Form N-~~200~~ 220 U. S. GOVERNMENT PRINTING OFFICE 16-10161

Joe Perry was born in Trepassey, Newfoundland on 12 December 1881. He comes from a very LARGE family. His father Joseph (1855-1937) was married twice. His first wife, Ann Kielly, was born in 1855 in St. Mary's, Newfoundland. She married Joseph Perry in 1880. She died on 4 January 1901 at the age of 46. They had ten children in 15 years:

**Joseph (1881-1954) married Margaret Ford (1903-1970) in Boston, Massachusetts, United States on 30 July 1923. They had four children.**

Simon (1883-1935) was born in The Drook, Newfoundland. He married Agnes St. Croix (1888-1968). They had ten children.

John Thomas (1884-1972) was born in Trepassey, Newfoundland. He married Catherine Donnelly (1884-1959). They had ten children.

Patrick (1886-1970) was born in The Drook, Newfoundland. He married Mary A. Power (1893-) They had nine children.

Thomas (1887-) was born in The Drook, Newfoundland. He married (1) Marion Furlong and (2) Theresa McKenna. No known children are recorded.

Roseanna (1890-1957) was born in Trepassey, Newfoundland. She married Harold Polk (1889-1927). They had five children.

Margaret A. was born in The Drook, Newfoundland. She married Michael Joseph Ward (1887-1964). They had eight children.

Hannah (1894-1988) was born in The Drook, Newfoundland. She married David Power (1891-1957). They had five children.



Alfred (1897-1980) was born in The Drook, Newfoundland. He married Catherine Duggan (1897-1987). They had six children.

Frederick (1900-1980) was born in The Drook, Newfoundland. No known spouse.

After Ann Kielly died on 4 January 1901 at the age of 46, Joseph married Hannah Williams (1876-1952). They were married in St. Mary's, Newfoundland on 23 June 1903 when Hannah was 26 years old. They had ten children:

Stephen (1904-2000) was born in The Drook, Newfoundland. He married Hannah O' Neill (1921-2002). They had seven children.

Michael J (1906-1972) was born in Trepassey, Newfoundland. He married Susan Marie Critch (1919-1964). They had nine children.

Charles (1908- ) was born in The Drook, Newfoundland. He married Margaret O' Toole. They had four children.

Mary Ellen (1909-1983) was born in The Drook, Newfoundland. She married William White (1903-1982). They had fourteen children.

Baby Perry (1911-1911) was born in The Drook, Newfoundland and died shortly after birth.

Bridget (1911-2009) was born in The Drook, Newfoundland. She married (1) William Martin (1909-1972) and (2) William Gregory. They had two foster children: Edward Sheppard and Christina Walsh. Bridget's twin sister died at birth (see above).

Violet Ann (1914-1976) was born in The Drook, Newfoundland. She married Daniel Doyle (1910-1899). They had eight children.

Teresa (1916-2004) was born in The Drook, Newfoundland. She married Henry Vincent Frizzel (1918-2000). They had one daughter.

James J. (1918-2003) was born in The Drook, Newfoundland. He married Violet Coombs (1923-2010). They had thirteen children.

Laurence (1918-2001) was born in The Drook, Newfoundland. He married Mary. They had three children. Laurence and James J (above) were a twin.

## **Bristol Merchants after the Civil War, Early Planters & Jerseymen**

Historical Notes, Part 10 By Pete Noel

### **1. Some Bristol Merchants after 1650 and the English Civil War**

Bristol records of planters have been coming to light. The accepted broad theme seems to state that Bristol and London merchants focussed on the sack trade. Harbour Grace was the centre of Bristol activity. Based on a sprinkling of records for Thomas Hibbs (Bryant's Cove) and Hibb's Hole (Port de Grave), John Davis (Mosquito), John Edwards (Carbonear), Anthony Varder's family and network (Bay Roberts), Nicholas Darby (St Julian's and Cape Charles), Jeremiah Coglan (Chateau Bay) and John Noble (L'Anse au Loup, Temple Bay, Pitts Harbour and Sandwich Bay), there was perhaps a wider interest. In the 1770s Jeremiah Coghlan may well have been the leading merchant in northern Newfoundland and on the Labrador coast.



**The Avon Gorge at Sunset**

Bristol sack ships stopped at St John's, Ferryland, Port de Grave and Bay de Verde. Bristol captains established various apprentices in Newfoundland and I have to wonder if they spread them around to facilitate multiple trade points. The possibility that the Cuper's Cove colony was not entirely abandoned by the Bristolians opens the door to a small continuing presence in the Port de Grave area as well.

In 1697 a record on behalf of the merchants of Bristol concerning the dispatch of two frigates to Newfoundland shows this appeal:

“Memorial of the merchants of Bristol, trading to New-foundland, to Council of Trade and Plantations. Trinity and Conception Bays, with many commodious harbours, as well as Bonavista, still remain in the hands of the English, and about 700 Englishmen in them. Hearing that the French are sending ships of war thither, we beg that two fourth-rate frigates may be sent there with all imaginable speed, with one hundred soldiers, ten cannon and an engineer, all victualled for four months. We think that thus St. Johns could be retaken and the whole land thereby secured.....”

Signed Solomon Merrett, Tho. Edwardes, John Cary.<sup>1</sup>

It seems to be a plea on behalf of the broader Newfoundland settlements not a narrowly focussed one. Perhaps Bristol has been overlooked as a source of early planters and servants – possibly even London might have deposited some planters. I see from the Mathews files that some of the port books from Devon, Dorset and Hampshire have been studied. I am not sure if the same attention has been placed on Bristol. No doubt there would be a very large volume of data to sift through.



In 1667 the group of Bristol Merchant Venturers who petitioned for the protection of the Newfoundland trade included: Shershaw Cary, John Knight, John Knight (2), Henry Creswicke, Joseph Creswick, John Aldworth, Thomas Colston Sr., William Colston, William Hobson, William Jackson, Thomas Easton, John Fitzherbert, Rowland Thruppe, Thomas Jenyns, Henry Bough, William Hayman Sr., George Lane, John Speed, Robert Woodward, Thomas Langton, Walter Sandy, John Willoughby, Richard Streamer, Robert Yate, Thomas Earle and Richard Vickris.<sup>2</sup> These merchants were probably not focussed on Newfoundland and their activity and that of their heirs would increasingly refocus on Africa, the Caribbean and the American colonies.

John Fitzherbert was the son of William Fitzherbert and Anne Fownes, daughter of John Jr., of Bristol. John Fitzherbert was customs agent in Bristol for 29 years and an MP for Malmsebury in 1685. He traded on his own account with Newfoundland as well. Humphrey Fitzherbert, his grandfather was a member of the Spanish Company in 1605 and of the Merchant Venturers in 1618. According to the research of Bev Brokenshire, Ursula Knight nee Fitzherbert was the daughter of George Fitzherbert and Ursula Waring. Her husband was mercer William Knight, son of mercer George Knight and Anne Deyos. In her will of 1689 she refers to brother John Fitzherbert and nephews William Player of Gray's Inn, William Meredith, (?) Pritchard, Thomas Oldfield, niece Anne Millet and others. In his will of 1633, Mathew Warren Sr., clothier, mentions his brother (in-law?) George Knight.

Robert Knight of Bristol had been a manager of the Pemaquid Plantation in Maine. He was related to the Aldworths, Elbridges and Hookes. The John Knight mentioned in the petition was probably related. Sir John Knight (1613 –1683) was an English merchant, mayor and MP was from 1660 to 1681. He was the third son of George Knight, a provision merchant of Bristol and his wife Anne Dyos. His son John Jr, in his 1684 will, mentioned his sisters Martha Creswicke and Anne Jackson.

Shershaw Cary (1615-ca.1681), son of a Bristol draper, was Master of the Society of Merchant Venturers in 1671. In 1653 the second sugar house in Bristol had been established at the Great House on St Augustine's Back. The main investors were John Knight, his cousin Sir John Knight and Shershaw Cary.<sup>4</sup> These merchants were near the top of the list of Bristol sugar importers in the 17<sup>th</sup> century. Shershaw died in Lisbon about 1681. John Cary, his son, was noted for his published work on trade theory.

In February 1697, following the French attacks in Newfoundland, Solomon Merrett, Thomas Edwardes, and John Cary made multiple requests of The Board of Trade that frigates be sent to northern Newfoundland. John Cary was the representative of the Bristol Society of Merchant Venturers in London. He advised London city members on the state of trade in Bristol and brought up matters of concern.

John Cary's family was integrated in the major trading families of Bristol. He had married Mehetabell Warren in 1671. Mehetabell was the daughter Matthew Warren and Joyce Yeamans, married in 1642. Mehetabell's aunt, Sarah Yeamans married Thomas Prigge/Pritchard? John Cary was a sugar and wine trader but I wonder if his extended family may have worked in Newfoundland.



In 1686 Edward Colston had a regular trade in Newfoundland cod to Naples.<sup>5</sup> His agent Thomas Edwards Sr. would later become an MP for Bristol. Thomas Edwards Jr. would also be a parliamentarian. This line was probably the most prominent of the mercantile Edwards in Bristol. This is probably not the same Thomas Edwards appearing in the records of Conception Bay. Possibly he is the one who lobbied for support of the Newfoundland planters in December 1690:

The Council refer to the Admiralty for consideration and report the petition of Thomas Edwards and other Bristol merchants at the request and on the behalfe of the Inhabitants of Newfoundland Concerning their sad and Deplorable condition for want of Cloathing and Provisions [praying] leave to fit out by February next two Vessells of Thirty Gunns each at their own Charge with only twenty seamen in each ship, and that the Commanders may have Commissions.<sup>6</sup>

In 1644 Richard Vickris, Mayor of Bristol and pro-Parliament, had an interest in ships seized in Europe. He had leased the ship *Neptune* to Henry Creswicke. The ship had been trading with Newfoundland and New England in 1640 prior to the Civil War.

Sir Thomas Earle was MP and mayor of Bristol, and married Elizabeth Ellinor Jackson, daughter of Joseph Jackson. Thomas Earle's daughter Ann married Henry Creswicke. In 1690 the petition of Capt. William Davis and Joseph Earle, owners and freighters of the *Blossom* of Bristol, laden with salmon, Newfoundland fish and other provisions, bound for Bilbao is recorded.<sup>3</sup> Joseph succeeded his father in the family business in 1696. He married Elizabeth Cann, daughter of Sir Thomas Cann, merchant, of Bristol in 1689.

Thomas Speed was a Bristol merchant whose account books have survived. The books mention his participation in the voyages of the ship *Zant* (below) to Newfoundland in 1682 and 1688. Thomas Goldney had the ship *Flying Horse* (below) trading with Newfoundland and Barcelona. The Elton family would also trade with Bristol in the 1700's.

The Trade of Bristol in the Eighteenth Century							1700		
W. E. Minchinton, Bristol Record Society (page 5)									
2. Bristol ships in the Fishery at Newfoundland									
Fishing Station	Ship Master	Tons	Men	Guns	Where bound	Laden with	No. of Boats <sup>1</sup>	Food turers <sup>2</sup>	Allowances
Port de Grave	Ezekiel John Jones	120	24	10	Markett	Fish	4	24	50
	Recovery Joseph Randall	60	24		Uncertain	—	4	24	50
Musketta Cove and Carboneer	Cork Gally George Bayly	120	23	10	..	—	4	23	35
	Easter Mark Jacob	50	12		Markett	Fish	2	12	25
Zarit	James Perryman	100	22	8	..	..	4	22	30
	Supply George Lately	50	4		Bristol	Train <sup>3</sup> etc	2	14	30
Bay de Verds	Matthew John Fabian	200	40	2	..	..	6	40	
Trinity Harbour	Elizabeth Wood Rogers <sup>4</sup>	60	25	4	..	..	4	25	
Salmon Cove	Potomack Factor John Waldram	80	26	8	To a Markett	Fish	4	14	
Bonavista	Martin Gally Charles Wootten	150	19	8	Leghorne	..	2	19	

From PRO CO 194/2 fos. 45-52

1710				
(b) List of ships				
Date left Bristol	Ship	Master	Tons	Men*
March 20th	Bonaviss	Joseph Axford	60	14
"	Berkshire	John Wootton	60	26
" 21st	Rebecca	Stephen Withall	70	20
" 24th	Harte Prize	Samuell Gibbons	70	20
" 30th	Joanna gally	John Fry	140	24
"	Flying Horse	Shadrach Beale	70	24
April 19th	Mermaid	John Gale	40	12

\* Whereof one-fifth part are landsmen that never were at sea before as per oath of the master who has a certificate thereof accordingly.<sup>5</sup>

PRO CO 194/4 fos. 542-43

<sup>5</sup> There were 220 English ships altogether at Newfoundland in 1700. Information does not exist for many years but the returns show that there were 10 Bristol ships in the Newfoundland fishery in 1701; 6 in 1703; 0 in 1704; 4 in 1708; and 7 in 1709. PRO CO 194/1-4. For the Newfoundland fishery, see R. G. Lounsbury, *The British Fishery at Newfoundland, 1634-1763* (New Haven, 1934) and H. A. Innis, *The Cod Fisheries* (Toronto, 1940).

I am wondering how narrow a trail the early merchant captains followed. John Davis of Mosquito seemed to carry on business in Bristol. He is possibly the mariner made a burgess of Bristol in 1722. He had a daughter married in Exeter and a brother established with family in Topsham.

## 2. Some interesting Apprentices<sup>7</sup>

In 1583 John Barker Sr takes on apprentice Thomas Davis. He is the son of Humphrey Davis of Tewkesbury. His apprenticeship would include work in Spain and Portugal. If this is the same Thomas Davis, part owner of Bristol's Hope, it is further evidence of how incredibly tightly held this venture was. In 1602 Thomas Davis and wife Mary take on apprentice John Turberville who is from Tewkesbury. In 1590 a Thomas Davis is made a Burgess of Bristol under his Patron Toby Frenche, grocer. Unfortunately there appears to be a Thomas Davis, grocer whose presence overlaps that of Thomas Davis, "merchant" married to Mary Yonge. The merchant couple appear in the records from 1600. Possibly this Thomas Davis, merchant continued to work in Europe for a period after his apprenticeship from about 1590 to 1600.

In 1611 the merchant couple takes on apprentice Edward Slany of Wem, Shropshire. He was the son of a Richard Slaney. This is possibly a nephew of Humphrey and John Slaney (of Linley, Shropshire) who were actively managing the Newfoundland Company at that time. Their brother Richard Slaney had a son Edward with wife Mary Rowley. Rowley is another name associated with Cuper's Cove. Mem is adjacent to Shrewsbury. The Shrewsbury Drapers Company was a trade organisation founded in 1462. The members were wholesale dealers in wool or woollen cloth. The Company held a virtual monopoly of the trade in Welsh cloth from the 16th to the late 18th century.

In 1628 John Barker Jr takes on apprentice Thomas Stratten. He is the son of Thomas Stratten Sr deceased, husbandman of Berkeley, Gloucestershire. He is to be trained as a mariner. Stratten is recorded in Harbour Grace in the 1640's.

The Aldworths were patentees at Cuper's Cove. Thomas Aldworth sent his apprentice Francis Tipton to that colony. The Aldworth interest in colonization later diverged towards Pemaquid, Maine.

Mathew Grigg died in 1613 at Cuper's Cove. He was an apprentice turner of John Stile in Bristol.

### **3. John and Joan Hibbs**

In 1645 mariner John Hibbs is shown as a resident of Newfoundland in the Bristol apprentice records. This would be in the midst of the English Civil war. His son Robert is made an apprentice of merchant William and wife Martha Willett. Prior to this he has taken on two apprentices himself. He and his wife Joan employed Francis Jones as a clerk in 1634 and William Pope as a mariner in 1636. From 1675-1677 Joan Hibbs is a widow in Harbour Grace with 5 servants. At this time Thomas Hibbs (a son???) is in Bryant's Cove with a wife and 3 daughters.

Martha Willett was the sister of William Pitt Jr. and Thomas Pitt. William Pitt Jr. seems to have migrated from Bristol to London to develop his business. I wonder if this is possibly another case of Bristol-London commercial ties strengthened via the Newfoundland Company.

In 1622 Jeremiah Hibbins (probably no relation) had been an apprentice of Richard Longe. Jeremiah was a merchant in Alicante in 1643.

### **4. J. Wheadon**

John Davis' accounts record a possible early participant in the fishery from the Wheadon family. Edward Thurman makes a payment to J. Wheadon in 1741. Edward may have been assisting Samuel Thurman with wrapping up John Davis' business affairs.

### **5. John Brazil**

Researcher Deborah Jeans recorded online: John BRAZIL born 1691 (from burial a record at 89 years old), came to Newfoundland in 1711 and settled in Harbour Grace. His wife's name was Mary maiden name unknown. These BRAZILs were mainly Church of England.

From the Bristol Apprentice books, a John Brazil died before 1715. His son John Jr was apprenticed to James and Eleanor Lippyeat as a Hooper in 1715. A second son Jonathan was apprenticed to John and Mary Brock as a house carpenter. Their father John is identified as a sailor who

lived in Newfoundland and Bristol. The accounts of John Davis have a record of a payment to J. Bazell in 1740.

## 6. Various Edwards Records in Conception Bay

Early on Captain Thomas Edwards of Bristol was frequenting Newfoundland shores. From Bristol he brought *The Charles* to Brigus in 1675 and *The Jacob* to Carbonear in 1676 and 1677. In 1682 his ship was *The Olive Branch*.

In 1676 John Edwards was recorded as a planter in Carbonear with a wife and two children. The widow Sarah Edwards was recorded as a planter in Carbonear in 1677. In 1699 John Edwards is recorded as a planter of Carbonear in the Bristol apprentice records. His son John Jr. is apprenticed to Edward Skreen as a brush maker. In 1717 a John Edwards was part owner of *The Triumvirate* with John Davis and Dan Pierce.

In 1695 John Davis of Mosquito and Bristol had married Patience Edwards of St Stephen's, Bristol.

In the same time period a John Edwards with Poole connections is recorded as Captain of *The Charles* of Poole in 1673 and 1676. The ship owned by William Pike and Edward Mann was taken by the Turks in 1673 going from Newfoundland to Malaga. In 1675 his ship was *The John*. He travelled from Bonavista to Sanlúcar, Spain. In 1702 a John Edwards was recorded in a list of Poole merchants living/trading in Trinity Bay.

The Keith Mathews name files record for Thomas Edwards:

- 1693 Thomas of Bristol, a friend of Joseph Herne – “is a great planter and keeps boats”
- 1697 Thomas of Bristol, “some time inhabitant and long experienced commander of ships and dealer in that trade” urged the warships for Newfoundland.

The Varder accounts show a disbursement on behalf of Henry Edwards in 1700/1. In 1709 Henry Edwards is recorded as Governor at Harbour Grace Island during a period of conflict with the French. I have not found another governor recorded there since Robert Hayman in 1630. In the 1714 Bristol probate records, we find Henry Edwards & Co listed in the accounts of gunsmith, Richard Jones.<sup>8</sup> Eighteen pounds was owed for outfitting the ship *Susan* of Newfoundland. Those records seem clear. Unfortunately I cannot find a connection to a Bristol family that I am comfortable with. Given the way these early planters seemed to flit around southern England I am not even confident that Henry was from Bristol.



## 7. More on The Jerseymen

I was surprised that the John Davis accounts mentioned wages owed to Maugher and what appears to be Levois. I had imagined the Channel Islanders would have been clannish and would have worked for Jersey planters. If this was not the case then you have to wonder how deeply they might have penetrated the tallies of servants under English planter names in the censuses. It is possible that the wages were for sailors he employed though.

From the early censuses from 1675-1682 we know the Channel Islanders had an early presence in Newfoundland. This seems to have been primarily in Trinity Bay. Based on the documentation of the privateering carried out there in 1650, it seems likely that they had been active there for quite some time. Possibly families like the Priaulxes and the Le Brocques were already involved in Conception Bay as well

I have to wonder what drove the expansion of the Jersey fishermen and merchants in Conception Bay. W.A. Munn recorded some oral history from the Martin family. It makes me wonder if the Jerseymen might sometimes have been treated less roughly than the English settlers. We do have evidence that some Jersey servants were carried back to

The Newfoundland Quarterly, volume 35, no. 2 (October 1935)  
HG History CH 8      W.A. Munn      page 11

During our efforts for the Guy Celebration in 1910, Mr. Matthew Martin gave us a most interesting paper of early Jersey records handed down in their family.

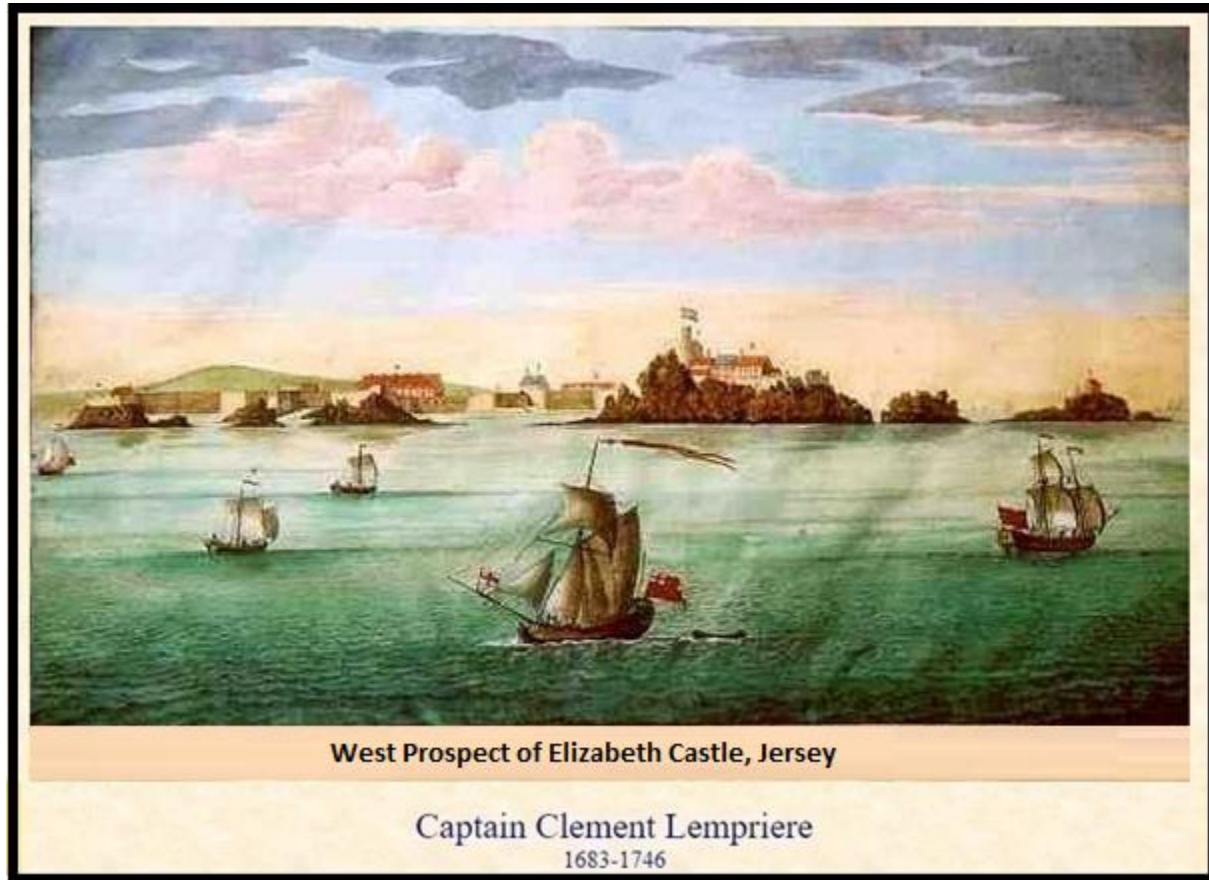
We have seen by Abbe Baudoin's diary of January 28th, 1697, "Havre de Grace was burned this day." Mr. Martin says, "The French did not burn Harbour Grace further in than Bear's Cove."

Facts like this are interesting to conjure on, whether a defence was offered at the British Fort near Caplin Cove, (which must have been still in existence) or whether the Frenchmen found congenial Jerseymen speaking their own language, and, therefore, they had no wish to create the great misfortune of burning their own people out of house and home during mid-winter.

Montreal under most difficult circumstances though. Additionally, Jersey for the first time was not neutral in the English-French conflict. Her small vessels functioned as privateers and were patrolling the French ports and wreaking havoc, swarming French shipping.

In Conception Bay, some records of the Touzels (Thistles) and Hamons (Hammonds) appear by 1700. Francis Shepherd of Carbonear/Harbour Grace was connected to Jersey by marriage and was recorded in Carbonear in 1702. John Snow (of Jersey) was recorded at Kelly's Island in 1708. I have to wonder if the French deportations of English planters created a vacuum for opportunistic Channel Islanders. The dislocations of French planters created by the 1713 treaty restrictions were also favourable for the Jerseymen. The English were slow to take advantage of this opportunity in distressed times. It seems that the Channel Islanders had a toehold in the Newfoundland trade during the most difficult times. They may have had a presence there as servants and stepped into vacant or distressed properties. Possibly the traditional Jersey work

structure of summers fishing and back to the farm in the fall made them more resilient to problems in the fishery. The opportunity presented by privateering during these wars would have been a significant distraction from the fishing. It may have moved additional men into the nautical milieu though as the Channel Island privateers were small but heavily manned.



## 8. Smuggling

I have to wonder if smuggling may also have been one way the Channel Islanders could bridge the downturn in the industry. Rosemary Ommer writes:

“In 1689, smuggling, which had become something of a national sport in Jersey, prompted William of Orange (now King of England) to withdraw the ancient privilege of neutrality, although locally his prohibition was regarded as nothing more than a tiresome temporary interference in trade. Balleine observed that smuggling to England was almost as profitable as smuggling to France, and noted that the lieutenant governor himself was “almost always in bed.”<sup>9</sup>

In times of war the price of cod was usually high but the access to markets was constrained. Jersey usually had a backdoor open to the European mainland. By landing their fish in Jersey, undoubtedly, there would be some flow to nearby France which had access to the Spanish markets and Marseilles. Smuggling of European products directly to Newfoundland was also considered a problem at this time. The Jersey traders would be well-positioned for this activity as well.

Professor Olaf U. Janzen looked at the smuggling practice during a later period of conflict between France and England. He outlines the dynamics at that time. Jersey had been a smuggling centre for centuries though and I am sure many of these practices were applicable in earlier periods.

“Then, in 1739 war broke out between Spain and England, causing trade to be interrupted. The price of dry cod fell by twenty-four per cent in New England while it rose nineteen per cent in Spain. . . . . For French merchants, it was a heaven-sent opportunity, not only to make some unexpected profits but also to regain control of a trade which had slipped, seemingly irreversibly, into English hands. . . . .

When war erupted in 1739 with England, Jersey could no longer export cod directly to its preferred market in Spain. The price of cod was immediately affected; in Jersey the price of dry cod was half what it was in Spain. It was therefore perfectly sensible for some Malouin merchants to begin sending their vessels to Jersey, where they would load with cod for re-export to Spain. Usually, the Malouin vessels were partially laden with French cod; presumably this provided them with initial clearances which were used to disguise the rest of the cargo as French. In fact, up to three-quarters of the final cargo would be Jersey-produced cod, although there is also evidence that quantities of cod were moving into Jersey from Poole and other West Country ports to take advantage of the emerging re-export trade to Spain. There is also evidence that buried under the Jersey cod were shipments of English cloth.”<sup>10</sup>

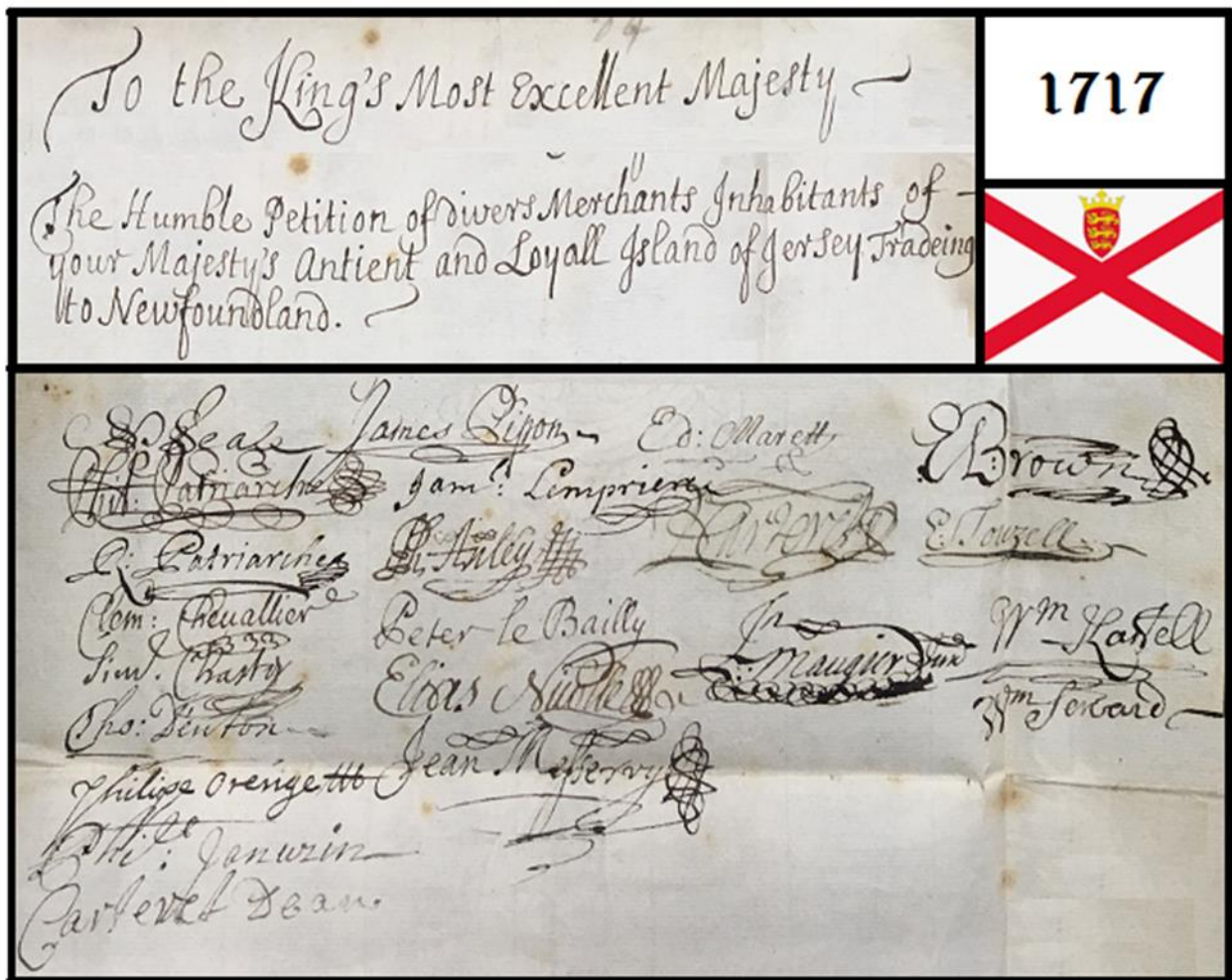
Professor Janzen also mentions direct exchanges in fringe English colonial regions by Malouin traders. The Jersey fisherman seemed to be comfortable in these “border” territories.

The peace would not bring prosperity to the fishery in 1713. The war was followed by a failure of inland fish stocks in for an additional 10 years. The London sack ships left the market in search of more lucrative opportunities. It was the ruin of many planters and merchants. The Jerseysmen managed to persevere, though, through this most arduous time. After the shakeout in the industry, those who had stayed the course would finally be rewarded in the late 1720’s. There would be about 60 good years for those who were established.

9. The 1717 Petition Of Jersey Merchants Fishing in Newfoundland<sup>11</sup>

This petition requested the king nominate London merchant John Rowe as their representative in in St Ander (Santander, Spain) for clearance of their trading activities. The names are:

P? Seale, Phil Patriarche, R? Patriarche, Clem Chevallier (alias Knight), Sim? Chastray, Tho Denton, Philippe Orange, Phil Janvrin, Carteret Dean, P? D'Carteret, James Pipon, James Lempriere, Ph Auley (or Anley?), Peter Le Bailly, Elias Nicolle, John Messervy, Ed Marett, Jn? Maugier Jun, E Brown, E Touzell, William Kastell, William Seward



Keith Matthews noted:

During the period 1700-1750 many Channel Island merchants established agents in the port of Dartmouth. The reason lay in the provisions of the Navigation Acts which laid down that all ships clearing

for the Colonies had to clear from English ports, and that vessels coming to Europe from the colonies with enumerated commodities must enter at an English port. The Channel Islands were not regarded as English ports within the meaning of the Acts and hence their vessels had to touch at an English port on their colonial voyages.<sup>12</sup>

Survey by John Le Couteur, Jurat of the Royal Court						1734
	Vessels	% Vessels	Tons	Men from Jersey	Natives	Total Men
Lower Canada	27	34%	3893	517	950	1467
New Brunswick	1	1%	87	25	110	135
Cape Breton (Isle Royale)	10	13%	645	180	660	840
Labrador	14	18%	1604	298	160	458
Newfoundland	27	34%	2256	255	800	1055
Totals	79	100%	8485	1275	2680	3955
% Men				32%	68%	100%

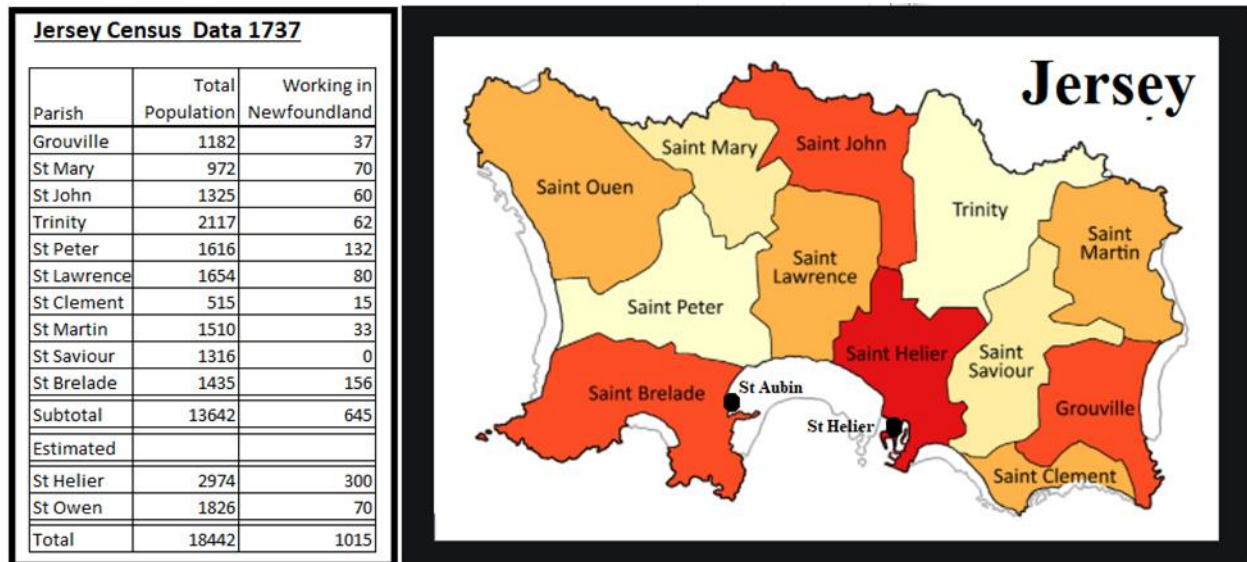
It looks like the Jerseymen employed a similar work around, by having their goods received by an approved English agent in Spain.

#### 10. 1734 Survey of the North American Fishing Fleet from Jersey<sup>13</sup>

I was looking primarily at the activity of the Jerseymen in Harbour Grace. Their activity seemed to peak in the middle of the 18th century. After that it appeared to me that they moved on to favourable locations in the Gaspe, Labrador and St Lawrence regions. I had this wrong. The Historian Philip Falle of Jersey recorded this survey.

It indicates that only one third of the Jersey vessels in the fishery were going to Newfoundland in 1734. Jersey was sending vessels into the French territories as well. They probably would have shifted their focus based on the attractiveness of local fishing conditions. This would provide them an advantage that the English fishermen did not have. I wonder if the Jersey captains had continued to be intermingled with the St Malo fleet continuously since the start of the fishery. This would leave their participation understated if participation was measured by the English censuses alone. John Janvrin (family name originally Valpy dit Janvrin) was established on Magdalen Island in 1717, soon after the peace treaty.

## 11. The 1737 Census in Jersey<sup>14</sup>



In 1737 a partial census of Jersey included a count of those working in Newfoundland. The author of the article thought the purpose of the census was for trade negotiations on wool and justifying the export of food supplies. Export of food was permitted if its purpose was to support activity in the colony. The census was not complete but seems to indicate about 1,000 residents of Jersey were working the fishery. That was about 5% of the population. If the purpose of the document was trade, it might not include Jersey planters and their descendants already established in Newfoundland. St Brelade, with the traditional port of St Aubin, had more than 10% of its population in the fishery. Nearby St Peter's had 8%. The port of St Helier which may have surpassed St Aubin by this time, probably had a similarly large participation rate.

## 12. An Interesting Orange Family Tree

[https://www.theislandwiki.org/index.php/Descendants\\_of\\_Berthelot\\_Orange](https://www.theislandwiki.org/index.php/Descendants_of_Berthelot_Orange)

- 7 Philip Orange (1647- ) (St B) m (1676, St B) Elizabeth Deslandes ( 1656-1737)  
(Ship Owner and Gaspé trader, possible signer of NF petition 1717)
  - 8 Philip Orange (1676- ) (St B) Captain?
  - 8 John Orange ( 1682- ) (St B)
  - 8 Elizabeth Orange ( -1755) (St B) m 1 <sup>[53]</sup> Philippe Janvrin (1677-1721) <sup>[54]</sup> 2 <sup>[55]</sup> Joseph Adams ( 1685- )  
(Traded with Newfoundland & New England)
  - 8 Mary Orange (1692 - ) (St B) m <sup>[56]</sup> William Chepmel ( 1687- )
    - 9 Philippe Chepmel 1724
    - 9 Marie Chepmel 1725 m Thomas Snow
    - 9 William Chepmel 1730 godparent William Castle (Kastel)  
(possible signer of NF petition 1717)  
(possible William Chipman Spaniard's Bay 1755)
  - 8 Jeanne Orange (1687- ) (St B) m <sup>[57]</sup> Edouard Orange (1678- ) (St B)
- 7 Jean Orange (1652-1709) <sup>[58]</sup> m (1677, St B) Thomasse Deslandes (1655- )  
(Owner, Captain, Privateer)
  - 8 Jean Orange
  - 8 Philippe Orange
  - 8 Elizabeth Orange (-1768) m (1701, St B) Carteret Dean (1668-1738) <sup>[59]</sup>  
(possible signer of NF petition 1717)
  - 8 Mary Orange (1684- ) (St B) m (1709, St B) John Bensted ( 1689- ) (Eng)
  - 8 Jeanne Orange (1686- ) (St B) m (1709, St B) Jean Messervy (1680- )
  - 8 Carteret Orange (1705-1766) (St B) (possible signer of NF petition 1717)

I found the partial tree above to be an interesting example of the interlocking family structures of the merchants of Jersey. We have mentioned in a previous article that Philippe Orange owned the ship *Orange* with his brother Jean and Edward Touzel. The ship made a trip to Trinity and/or Bonavista in 1691.

His son-in-law Philippe Janvrin was trading ca 1700 with Newfoundland and with his brother Jean Janvrin in New Hampshire. Returning to Jersey, as Master of the "*Esther*" in 1721 Philippe Janvrin was obliged to spend a quarantine period off-shore. The vessel had visited Bordeaux and Nantes in France where a virulent plague was endemic. He dropped anchor in St. Aubin's Bay where just a few days later he himself succumbed to the illness and died, aged 44.<sup>15</sup>

Carteret Dean could be the signer of the petition although there seem to be 2 possible candidates. Similarly Jean Messervy is possible signer although there would be multiple candidates. St Brelade would be the best location to find these merchants though.

The Keith Mathews name files note in 1699 Captain Jean Orange made a trip from Jersey to Salmon Cove, NF and then continued on to Bilboa, the favourite port for Jersey ships with cod. In 1701 he voyaged to Trinity in the ship *Jersey (Galley?)*.

Admiralty Court records show Jean Orange, Captain of the *Jersey Galley*, was a successful privateer capturing the *Margaret de Nantes* and *St Joseph* in 1705 and the *St Luke* in 1708.

Nephew? Philippe Orange Jr was not so lucky. His ship was taken by a French privateer but recaptured in 1702.

I think it is possible the name Chepmel is relevant for the Chipman family of Spaniard's Bay. The first reference in Jersey seems to be a Jasper Chapman who was a gentleman porter to the Lieutenant governor. He is recorded as a godparent in 1618 and 1630. James Chapmel has sons William and Thomas with wife Suzanne Beaucamp in 1677 and 1680. William Chepmel/Chipmel appears in each generation, up to the one that could match Spaniard's Bay and then the line stops.

The earliest record in Spaniard's Bay seems to be William Chipman in 1755. This would match the son of William and Marie Orange born in 1730. Their daughter Marie Chepmel married a Thomas Snow who is likely connected to the Port de Grave area. William and Marie Chepmel were godparents to Thomas Snow Jr in 1748. Philippe Chepmel was a godparent of Thomas, the John Snow of Harbour Grace in 1746.

John Chepmel was active on a privateer in 1702. William, James and Thomas Chepmel were active in 1710-11.

The Keith Matthews name files show a William Chapman signed a petition in 1712. The John Davis accounts have a payment to Roger Chapman in 1740.

### **Footnotes**

1. Calendar of State Papers Colonial, America and West Indies: Volume 15, 1696-1697, Feb. 11, 1697
2. Patrick McGrath, Merchants and Merchandise in Seventeenth-Century Bristol, Bristol Record Society (1955), page 258
3. Calendar of Treasury Books, Volume 9, 1689-1692, Entry Book: February 1690, 1-10
4. Donald Jones, Bristol's Sugar Trade and Refining Industry, Bristol Branch of the Historical Association (1996), page 8



5. Edward Colston and Bristol, Bristol Branch of the Historical Association (1999), page 2
6. Acts of the Privy Council (Colonial), 1690 11 Dec. Newfoundland
7. Bristol Apprenticeship Books Vols 1(a) to 1(n): 1532-1724, Bristol & Avon Family History Society
8. E and S George, Bristol Probate Inventories Part 3: 1690-1804, Bristol Record Society (2008), page 78
9. Rosemary E. Ommer, From Outpost to Outport: A Structural Analysis of the Jersey-Gaspé Cod Fishery, 1767-1886, McGill Queen's University Press (1990), page 15
10. Olaf U Janzen, The Illicit Trade in English Cod into Spain, 1739-1748, International Journal of Maritime History, (1996)
11. State Papers Domestic, SP 47/1-11, 1671 – 1782
12. Mathews Name files – Pipon Notes
13. Philip Falle, Caesarea ; or an account of Jersey, the greatest of the islands remaining to the crown of England of the ancient dutchy of Normandy, London, (1734), page 384
14. Jason St John Nicolle, Jersey in The 17th & 18th Centuries, Societe Jersiasse Bulletin, Vol 25 (1991), page 46
15. [https://www.theislandwiki.org/index.php/Janvrin%27s\\_Tomb](https://www.theislandwiki.org/index.php/Janvrin%27s_Tomb)

## THE FAMILY OF REX COOK

Rosalind Babb Stokes

It all began when my daughter, Raylene, inherited a gold locket, a cameo pin and an old photograph album from her paternal grandmother.

Looking through the album one evening she realized she could not identify one single photograph with certainty. Some photos had names such as aunt Liz, Polly's boyfriend, Mrs. Andrews, Will, Jane etc. but no dates. The only person I could identify was her great grandmother, the woman wearing the locket and another one of her great grandmother, wearing the cameo pin and resting her hand on the album. The only other clue I had was engraved on the cover of the photograph album - To Mother, Love Will, Halifax, Nova Scotia. So began my search for the Cook ancestors for my daughter. And as we always do in our genealogy research we start with who we know and work backwards. I started with Blanche Isabelle Cook and traced her family back to the 1700s.

Family tradition tells us that during the 1700s George Rex landed in Portugal Cove. He was a cook aboard ship and having deserted ship he changed his name from Rex to Cook and so began this line of Cooks in the colony of Newfoundland.

There was an early George Cook who contributed to the Church of England Cathedral Building Fund in 1760.

The following Cook family became the owners of Golden Ridge Farm, Cook's Farm and many properties throughout St. John's. (1)

On September 11, 1894 the St. John's Daily News printed the following description of the farm from a letter received by Rev. Walter R Smith:

*"This fine farm is situated about 1/2 mile north of Windsor Lake or as it is commonly called, Twenty Mile Pond and is owned by Mr. George Cook, who is a thorough farmer (this would be George Cook who married Emma Hudson). It is the largest farm in this locality, and its extent is set down at 500 acres.....within the boundary are two fine lakes, partially hemmed by forests, which form a good shelter for cattle."* (2)

The Cook farm was around the area of Confederation Building, and extended on both sides of what is now Prince Philip Drive and included Long Pond. The farm house was on the banks of Long Pond in the vicinity of the sliding hill. It extended west to John Henry Duder's large farm known as Westerland. It extended northward towards Windsor Lake.

Golden Ridge Farm and Cook's Farm were owned by the same Cook family.

Farming in Pippy Park was once a prevalent way of life which ended for a multitude of reasons. Much of the land between Pippy Park and Confederation Building was expropriated or sold for roads and building purposes.

**GEORGE REX COOK** (1780-1863) married Elizabeth Dowan on June 2, 1810. (3) He was buried July 26, 1863, age 83. This gives us his birth date of 1780. (4) A Will probated in 1863 leaves the bulk of his estate to son George Rex Cook (1816-1889) with lesser amounts to his wife Elizabeth and son Joseph. There are no other children mentioned in the Will. (5) His wife was living in the home of William Martin, her son-in-law, at the time of her death. She was buried on December 2, 1874, age 90 years. This gives us her birth date of 1784. (6)

In 1863 George Cook had made a deed of conveyance to his son, Thomas Cook, of lands on Logy Bay Road that had been given to Thomas by his father twenty-seven years before and had been cleared and built on by Thomas (who had it rented in 1863 to Richard Gardiner). (7)

It seems that George and Elizabeth were at Bally Haly Farm before moving to Golden Ridge Farm as noted on baptisms of their children up until 1828.

**The following are the children of George Rex Cook (1780-1863) and Elizabeth Dowan (1784-1874):**

**THOMAS REX COOK**, 1810-1879. Baptism records from 1804-1811 were missing from the Anglican Cathedral. Thomas Rex Cook, eldest son of George and Elizabeth, married Rebecca Earle on January 6, 1836, witnesses were George Cook and George W. Biddicombe. He is listed as a bachelor from Bally Haly Farms. His wife, a spinster from Portugal Cove and daughter of John and Grace Earl believed to have come from Dartmouth, Devon, England. (8) Thomas died on December 26, 1879, age 69. This gives us his birth date as 1810. He was listed as a farmer of Golden Ridge Farm, Portugal Cove Road. (9) Rebecca Cook died February 17, 1904, age 91. This gives us her birth date of 1813. She is buried in the Forest Road Anglican Cemetery with her husband. (10)

On Wednesday December 24, 1879, The Evening Telegram printed the following:

*“Died suddenly at 8 pm yesterday Mr. Thomas Cook, Portugal Cove Road. He was in town during the greater part of the day and appeared to be in good health up to the time of his death.”*

Sarah Cook born August 7, 1813, baptised September 19, 1813. (11)

George Rex Cook born March 7, 1816, baptized March 21, 1816. (12) George married Susannah Voisey on November 17, 1839. (13)

Joseph born January 7, 1819, baptized January 31, 1819. (14) Joseph was buried on March 11, 1866, age 48 years. (15)

Charlotte born February 6, 1821, baptised March 11, 1821. Her place of birth was Bally Haly Farm. (16) Charlotte married Alexander Robertson from Pictou, Nova Scotia on April 21, 1848, witnesses were Philip K. Knight and Andrew Lennox. (17)

Caroline born February 6, 1821, baptized March 11, 1821. Her place of birth was Bally Haly Farm. (18) Caroline married William Martin (Widower) on June 21, 1848. (19)

Eliza Arnold born May 4, 1823, baptized May 25, 1823. Her place of birth was Bally Haly Farm. (20)

Jane born February 18, 1826, baptized March 27, 1826. Her place of birth was Bally Haly Farm. (21) She married Phillip Knight Butland on August 30, 1846. (22) She died September 8, 1906, Brigus, Newfoundland. (23)

Richard born October 22, 1828, baptized November 16, 1828. His place of birth was Bally Haly Farm. (24) Richard, infant, died January 19, 1829. (25)

**The following are the children of Thomas Rex Cook (1810-1879) and Rebecca Earle (1813-1904):**

George baptized November 28, 1836. (26) George was born and died at Bally Haly Farm. Died April 29, 1838. (27)

Elizabeth born February 7, 1840, baptized March 1, 1840 (28) She married William FitzGerald at Harbour Grace on June 10, 1866. (29)

George Henry Rex born Golden Ridge Farm on September 30, 1841, baptized October 31, 1841. (30) He married Emma Hudson. (31) George was left Golden Ridge Farm by his father and descendants of his family continued to live on Golden Ridge Farm.

**WILLIAM COOK**, born June 7, 1843, baptised July 2, 1843 (32) William married Hannah Sophia Ebsary on June 17, 1866, witnesses were Elizabeth Ann Ebsary and Emma Francis Ebsary. (33) He died on October 19, 1916. His wife Hannah, died at the home of their daughter, Waterford Bridge Road, on June 25, 1921. (34)

William Cook's farm lay east of Westerland Farm and took in the land where Confederation Building now stands and much of the surrounding land. William also owned a lot of land throughout the city of St. John's and houses which he rented: Scott Street, Cook Street (named after him) many houses and land around Newfoundland Hotel, Gower Street, Merrymeeting Road and land in Corner Brook. He also had mining interests on the south side of White Bay (Marble) Fortune (Manganese) and owned shares in Newfoundland Oil Company. (35)

William's wife Hannah Sophia Ebsary, born August 11, 1842, was the daughter of Captain Thomas Ebsary and Mary Pitts who were married December 2, 1840. (36) Family history says that Mary Pitts was the daughter of John Pitts (1783-1825) and Mary Piccott and granddaughter of James Pitts, Sr. who was born in 1735 Kennford, England. James arrived in Newfoundland around 1751 and settled at Lance Cove, Bell Island. Around the time of his marriage he built a large house on Pitt's Hill.

Robert, born March 9, 1845 baptized March 30, 1845. (37)

Louisa, born January 29, 1847, baptized February 28, 1847. (38) Louise married David Chaff on January 20, 1885. (39) Louise died December 24, 1909. (40)

Butcher Shop owned by William Cook



Sarah Jane, married Edward Martin, son of William Martin and Mary Anne Russell at Harbour Grace on December 2, 1873. Her marriage record said she was from Twenty Mile Pond and her husband from White Hills. (41)

Caroline, 1854-1930. Caroline married William Tulk, born August 29, 1844 on Pinchard's Island, Newtown, Bonavista Bay. He is buried in the Church of England Cemetery, Forest Road with two of his children. (42)

Richard lived near Long Pond and had a daughter named Carrie. (43)

**The following are the children of William Cook (1843-1916) and Hannah Sophia Ebsary (1842-1921):**

Tasker Reed, born June 20, 1867, baptized August 4, 1867. (44) He married Henrietta Lucy Pennock on January 14, 1891. (45) He was buried on September 25, 1937, Church of England Cemetery, Forest Road. (46)

Tasker was mayor of St. John's 1921-1925, a Government Leader in the Legislative Council from 1928 -1932 and was chairman of the Railway Commission 1928-1932. He was created Knight Bachelor by George V in 1931. He served Denmark and Norway as Consul for these countries in Newfoundland and was created Knight by the King of Denmark and Norway. Grand Master of Scottish Freemasonry in Newfoundland and member of Rotary. (47)

Ella Agnes, born December 28, 1868, baptized February 7, 1869. (48) Ella married Nicholas Worsley, born 1863, England on October 1, 1889. (49) She died March 1947. She was buried March 31, 1947 and Nicholas Worsley was buried with her on March 13, 1950. (50) Worsley Park in Chamberlains was the summer residence of this family.

William Johnson, born April 9, 1870, baptized May 22, 1870. (51) On December 27, 1889 he married Elizabeth Snow in Halifax, Nova Scotia. (52) He died May 15, 1941, Vancouver, British Columbia. (53)

John Douglas, born June 3, 1871, Baptized July 7, 1871. (54) Buried May 19, 1873, 2 years. (55)

Mary Janet, born June 24, 1872, buried September 19, 1872, 3 months. (56)

Mary Janet (Polly), born December 7, 1873, baptized January 18, 1874. (57) She married James Kennedy. Polly died August 23, 1900 and her only child Ralph Kennedy, born July 7, 1897, died August 29, 1930, was raised by her parents. (58)

Anna Laura, born September 2, 1875, baptized September 7, 1875. (59) Died at seven weeks, buried on October 23, 1875. (60)

James Down, born July 2, 1876, baptized July 3, 1876. (61) He married Mary Edwards on November 3, 1918. (62) He died shortly after the marriage on November 7, 1925, leaving one son. (63) Mary remarried but died a short time later.

Douglas Sherman, born January 30, 1878, baptized February 28, 1878. (64) Buried October 3, 1909, Anglican Cemetery Forest Road. (65)

The Evening Herald October 9, 1909:

*“ The casket containing the remains of Douglas Cook, who died at R.V. Hospital, Montreal, arrived by today's express. Coffin taken charge of by undertaker Coiller and conveyed to the deceased father's resident. Interment Church of England Cemetery tomorrow afternoon ”.*

Mina, born October 6, 1882 baptized October 29, 1882. (66) She married George Cake. There were no children. She died July 3, 1960 and was buried in the Anglican Cemetery Forest Road. (67)

**BLANCHE ISABEL COOK** born February 21, 1884, baptized May 18, 1884. (68) She married George Frederick Snow on September 7, 1907, witnesses were Ellie Phillips, Muriel Cake, Tasker Cook and E. Snow. (69) She died October 23, 1979 was buried alongside her husband George Snow who died May 4, 1953. Both are buried in the Anglican Cemetery Forest Road in the Cook plot. (70)



George Snow was the son of Abraham Snow, Jr. and grandson of Abraham Snow, Sr. who left Bareneed in 1850 and settled in Topsail.

### **Tribute to William Cook**

From *The St. John's Daily Star*, St. John's, Newfoundland, October 19, 1916.

The death of William Cook, the venerable butcher and victualer, this morning, came as a great surprise to the community.

All knew of his illness but few were aware of its seriousness, and friends were hoping ere long to see him out again.

During the last few days his condition caused much anxiety to his physicians and the family, but it was thought that his wonderfully strong constitution and vigorous vitality would be equal to the strain.

Last December Mr. Cook underwent an operation and had his leg amputated, and though he was seldom out he enjoyed fair health until recently.

Yesterday the doctors after consultation, were convinced that his life could only be prolonged by another operation and it was their intention to perform it this morning, but death intervened. His

transition was quiet and peaceful; he fell asleep. Having lived a useful life he entered into rest calmly and serenely.

Few citizens were more widely known than Mr. Cook and although he had passed the allotted span of three score years and ten, his demise will be mourned by many.

Born at Bally Haly, seventy-five years ago, a son of Thomas Cook former, the deceased learned the butchering business when a lad and for half a century carried on an extensive trade. He also engaged in the supplying of vessels, which thirty years ago was of considerable importance.

Mr. Cook had great faith in the possibilities of Newfoundland and he was always prepared to substantiate his faith with capital. There are few citizens who risked more to develop the industries of the colony. Projects to work minerals, timber and coal were supported by him with varying success. He was far seeing and tenacious and ever prepared to consider ideas which would mean the development and prosperity of the country.

Another outstanding feature was his great faith in the British Empire, of which he was a loyal and devoted son. A keen business man in every detail, he was even a keener Imperialist who always saw the good side and justice of Royal Acts.

He leaves a widow, three sons, the eldest being our popular townsman, Tasker, the Danish and Norwegian Consul; William of the Canadian Customs, who resides in British Columbia and James at home. There are also three daughters, Mrs. N. Worsley, Mrs. G. Cake and Mrs. G. Snow.

He also leaves a number of grandchildren, 5 grandsons are now fighting for King and Country, two with the Newfoundland Regiment and three with the Canadians.

Mr. Cook has been a prominent mason being the oldest member of Tasker Lodge and he was also one of the oldest members of the British Society.

The funeral takes place Saturday afternoon from his late residence, Water Street.

To the members of the family The Star extends sympathy.

### **Obituary for Anna Cook**

*The Evening Telegram*, St. John's, Newfoundland, June 27, 19

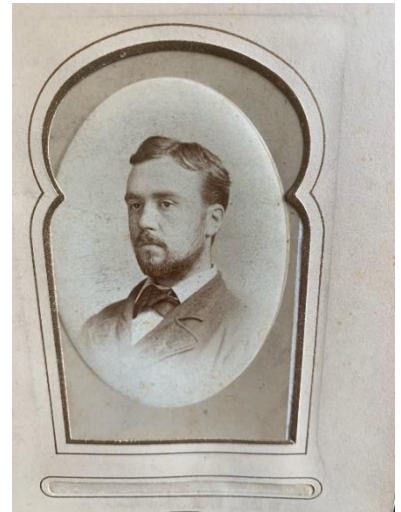
It is with regret that many will learn of the passing of Mrs. Anna Cook, which sad event took place on Saturday night, at 11 o'clock, at the residence of her daughter, Waterford Bridge Road. Mrs. Cook was the widow of the late Wm. Cook, who for a long time conducted the business of victualler and ship chandler. The deceased lady, who was of a quiet and unassuming manner, was beloved by all those with whom she came in contact, and her demise will be regretted by a large circle of friends. Three sons, Hon. Tasker, William of H.M. Customs, British Columbia, James D., butcher; and three daughters, Mrs. Nicholas Worsley, Mrs. Geo. R. Cake and Mrs. Geo. F. Snow are left to mourn the loss of a kind and loving mother, and to them the Telegram



extends sincere sympathy. The funeral takes place on Tuesday at 2:30 p.m. from the residence of her daughter, Mrs. Geo. R. Cake, Waterford Bridge Road.

A great grand daughter of Blanche Isabel Snow inherited a photo album containing many photos of this family from her grandmother, Vera Isabel Snow born May 28, 1929, died July 31, 2019. Vera married Frank Stokes on July 26, 1942.

Many of the photographs are not identified. Can anyone help in identifying any of the people in the photos below?



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Conversations with the following: Kathy Snow Ludlow, who also provided photos of the farm, Paul Stokes, Glen Stokes and Allan Stokes.

Sources:

1. Margaret Mullins book - And they Stayed
2. St. John's Daily News, September 11, 1894.
3. Congregational Church, Marriages 1802-1892, Vital Statistics Volume 23.
4. Anglican Cathedral of St. John the Baptist, Burials 1856-1879
5. Will of George Cook, Sr., from Newfoundland Will Book, Volume 2, Pages 515-516.
6. Anglican Cathedral of St. John the Baptist, Burials 1856-1879
7. History of O'Donnells, St. Mary's Bay, Newfoundland. Margaret Mullins book - And They Stayed.
8. Anglican Cathedral of St. John the Baptist, Marriages 1835-1844.
9. St. Mary's Anglican Church, Burials 1879-1900, Vital Statistics Volume 27.
10. Forest Road Anglican Cemetery, Section DM.
11. Anglican Cathedral of St. John the Baptist, Baptisms 1796-1848, Vital Statistics Volume 26B.
12. Anglican Cathedral of St. John the Baptist, Baptisms 1816-1821, Volume 26B.
13. St. Thomas Church of England, Marriages 1830-1870 Pre 1891 Registration, Vol. 30, Pages 1- 47.
14. Anglican Cathedral of St. John the Baptist, Baptisms 1816-1821, Volume 26B.
15. St. Thomas Church of England, Burials 1865-1867.
16. Anglican Cathedral of St. John the Baptist, Baptisms 1861-1821, Volume 26B.
17. Presbyterian Parish of St. John's, Marriages 1842-1891.
18. Anglican Cathedral of St. John the Baptist, Baptisms 1816-1821, Volume 26B.
19. St. Thomas Church of England, Marriages 1830-1870, Pre 1891 Registration, Volume 30, Pages 1-47.

20. Anglican Cathedral of St. John the Baptist, Baptisms 1822-1829, Volume 26B.
21. Anglican Cathedral of St. John the Baptist, Baptisms 1822-1829, Volume 26B.
22. St. Thomas Church of England, Marriages 1830-1870, Pre 1891 Registration, Volume 30, Pages 1-47.
23. Douglas Allen Ross, Geni Genealogy Site
24. Anglican Cathedral of the St. John the Baptist, Baptisms 1822-1829, Volume 26B.
25. Anglican Cathedral of St. John the Baptist, Burials 1825-1855, including Portugal Cove Burials 1830-1838.
26. St. Thomas Church of England, Baptisms 1830-1840, Pre-1891 Registration, Volume 30.
27. St. John the Baptist Anglican Cathedral, Burials 1825-1855, including Portugal Cove Burials 1830-1838). A note says George was son of Thomas and Rebecca, age 10 months. It appears he is buried with his uncle Richard who died as an infant.
28. St. Thomas Church of England, Baptisms 1830-1840, Pre-1891 Registration, Volume 30.
29. Margaret Mullins book – And They Stayed.
30. St. Thomas Church of England, Baptisms 1841 – 1852, Pre-1891 Registration Volume 29.
31. Margaret Mullins book – And They Stayed.
32. St. Thomas Church of England, Baptisms 1841- 1852 Pre-1891 Registration, Volume 29.
33. Anglican Cathedral of St. John the Baptist, Marriages 1855-1873 Pre 1871 Volume 26D. Marriage of William and Hannah.
34. Burials, Forest Road Anglican Cemetery.
35. Will, November 21, 1916, Volume 10, Pages 468-470 and oral family history.
36. St. Thomas Church of England, Marriages 1830-1870, Pre-1891 Registration, Volume 30, Pages 1-47.
37. St. Thomas Church of England Baptisms 1841-1852, Pre-1891 Registration Volume 29.
38. St. Thomas Church of England baptisms 1840-1870, Pre-1891 Registration, Volume 29.
39. St. Thomas Church of England, Marriages 1830-1893 Volume 30A, Part 2.
40. Burials, Forest Road Anglican Cemetery

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41. St. Paul's Anglican Church, Harbour Grace, Marriages 1870-1882. This marriage was also mentioned in a note at bottom of Charlotte Martin's petition, dated March 31, 1887, re her husband's Will. His Will dated January 10, 1887 valued the estate at \$3800.00. Volume 4, Fol. 397 Supreme Court. Charlotte was William Martin's second wife and the aunt of Sarah Jane.
  42. Forest Road Anglican Cemetery Burials Section DG.
  43. Margaret Mullins book And They Stayed.
  44. Pre-1891 Registration Volume 26A, Anglican Cathedral of St. John the Baptist, St. John's, Baptisms 1860-1869.
  45. Pre-1891 Registration Volume 30A, Part 2, St. Thomas Church of England Marriages 1830-1893.
  46. Vital Records, Register of Deaths Book 12 1937 District of St. John's, Pages 72-95.
  47. Newfoundland Quarterly Volume LXXXIV, No. 1, Summer 1968 Pages 5-11. Family History.
  48. Pre-1891 Registration Volume 26A, Anglican Cathedral of St. John the Baptist, St. John's, Baptisms, 1860-1869.
  49. George Street, Wesleyan, Methodist Church, Circuit Marriages 1882-1891, Vital Statistics, Volume 22.
  50. Burials, Forest Road Anglican Cemetery.
  51. Anglican Cathedral of St. John the Baptist, St. John's, Baptisms 1870-1877, Pre 1891 Registration Volume 26.
  52. Nova Scotia Vital Records 1763-1957, page 156, Volume 1818, Halifax, Nova Scotia.
  53. Find a Grave Database.
  54. Anglican Cathedral of St. John the Baptist, Baptisms 1870-1877, Pre-1891 Registration, Volume 26.
  55. Burials, Forest Road Anglican Cemetery.
  56. Forest Road Anglican Cemetery, St. John's East Section DB.
  57. St. Mary's Anglican Church, Southside baptisms 1859-1868, Pre-1891 Registration Volume 27.
  58. Photo of headstone in family album.

59. St. Mary's Anglican Church, Southside baptisms 1859-1868, Pre-1891 Registration Volume 27.
60. Anglican Cathedral of St. John the Baptist, burials 1856-1879.
61. St. Mary's Anglican Church, Southside, Baptisms 1859-1868, Pre 1891 Registration, Volume 27.
62. St. John's R.C. Marriages 1918-1919, Post 1891 Registration Records Volume 8, pages 51-86.
63. St. John's District 1925, Vital Records, Registry of Deaths, Book 9.
64. St. Mary's Anglican Church, Southside, Baptisms 1877-1884, Part 1, Pre 1891, Registration, Volume 27.
65. Burials, Forest Road Anglican Cemetery.
66. St. Mary's Anglican Church, Southside, Baptisms 1877-1884, pre-1891 Registration, Volume 27.
67. Burials, Forest Road Anglican Cemetery.
68. St. Mary's Anglican Church, Southside, Baptisms 1877-1884, Pre 1891 Registration, Volume 27.
69. St. John the Evangelist Church, Topsail, Marriages 1867-1928, Part 1.
70. The Anglican Cemetery, Forest Road. In this plot with Blanche and George Snow are Mina and George Cake.



## UNEXPECTED VISITORS

By: Craig Morrissey, PLCGS  
More You See Genealogy  
Family History Society of Newfoundland and Labrador Board Member

One of the exciting projects we are working on at the Family History Society of Newfoundland and Labrador is the transcription of the Signal Hill Visitors Books. For those unfamiliar with St. John's, Signal Hill overlooks the capital and is a must see point of interest for current visitors and those of yesteryear.

The project to transcribe the records is an enormous undertaking and will take quite a while to complete given that there are three (3) books to transcribe with the year range 1913-1954. Once

completed, we will make available to our members a digital database that will be searchable via various categories (i.e., surname, residence, etc...) as a unique tool to use to see if your ancestors had visited Signal Hill during that time period. I have personally found some of my family members which has been quite a thrill, especially showing those who are still living their signatures from these old books.

In the meantime, we will provide periodic updates as we proceed through each volume and will be highlighting some of the findings.

As such, we turn our attention to a group of visitors who graced our shores rather unexpectedly in July 1919. While transcribing the records it was noted that several entries were from passengers and crew of a ship called the S.S. Grampian. Throughout this project to date it is not unusual to see tourists visiting us via regular sailings of many familiar vessels between Newfoundland and destinations such as New York and Boston. However, the entries for the Grampian was particularly noteworthy given the sheer number who signed the visitors' books at Signal Hill and the fact that the ship was not seen in previous entries.

Piquing my interest, I decided to delve further into the S.S. Grampian and was quite surprised at the circumstances surrounding its visit to St. John's. Before revealing these details however, let's take a peek at the history of the ship itself.

The SS Grampian was a ship built by the Scottish shipbuilding company, Stephen & Sons Ltd., in 1907 for the Allan Line Royal Mail Steamers. It later came into the possession of the firm, Canadian Pacific Steamships and helped transport troops during World War 1.<sup>1</sup>



Following the war it resumed its passenger service and had left Montreal for Liverpool when it struck an iceberg off Cape Race, Newfoundland on 09-July-1919. Onboard were 750 passengers and 350 crew members. One can imagine the panic which ensued as only 7 short years prior the Titanic disaster occurred in the same region with the loss of many lives. However, in this instance, the captain (J. Turnbull) applied lessons learned from the Titanic disaster and instead of impacting the iceberg side on, decided to run his ship straight into it. His rationale was that to do otherwise, "...would mean doom for the ship and possibly all on board as she must in that case have hit the berg in such a way as to tear the whole side out of it."<sup>2</sup>

Understandably, this near disaster was reported worldwide including in the 20-July-1919 edition of The Tampa Sunday Tribune which published this photograph showing the significant damage to the ship which safely made harbour in St. John's the following day<sup>3</sup>:



Amazingly, there were only two (2) fatalities, both members of the crew; Thomas Dax the night watchman and George Manderson, assistant steward both from Liverpool. The 10-July-1919 edition of *The Evening Herald* reported<sup>4</sup>:

**BODIES NOT YET RECOVERED**  
 Such was the havoc wrought in the forepeak that the bodies of the two men known to be dead, are still unrecovered, although it is possible to see one of them thru the network of broken stanchions and plates, and it is believed that the head has been almost completely severed. The other has not been located at all and a staff of men has been set to work clearing away the wreckage. It is hoped to have the remains of the poor fellows extricated during the afternoon when they will be removed to the morgue and later prepared for interment by Undertaker Oke.

While in the city, the passengers and crew did not seclude themselves aboard ship while it was docked in the safe haven of St. John's Harbour. While awaiting repairs to the ship to allow them to continue sailing Liverpool, they were engaged in activities in the capital. The 11-July-1919

edition of The Evening Telegram, for example, reported that the families of the crew who lost their lives were not forgotten<sup>5</sup>:

**Sports To-Morrow.**

**WIDOWS' and ORPHANS' BENEFIT.**

On to-morrow afternoon (weather permitting) a programme has been arranged by the passengers of the Grampian to take place at St. George's Field, the proceeds of the event to be in aid of the widows of the stewards that were killed when the Grampian collided with an ice-berg off this port. A feature of the programme will be a 3-mile exhibition run by Alfred Shrubbs the former English Marathon runner. A football game between H. M. S. Cornwall and Grampian; also a one mile, 100 yds. and  $\frac{1}{4}$  mile distance races. It is hoped that the weather will be fine, and we bespeak a large attendance for this worthy cause.

Focusing for a moment on Alfred Shrubbs mentioned in the above article, he was a passenger of some renown for that era having been a world record holder in marathon racing<sup>6</sup>:



Shrubbs was born in Sussex, England in 1878 and was very successful worldwide in the racing circuit. In an interview with The Evening Telegram aboard the Grampian and published on 17-July-1919 he advised that the main reason for his trip abroad was to compete in races in Paris and Glasgow<sup>7</sup>:



Mr. Shrubbs has been in Canada for seven years, while he spent five years as coacher at Harvard University. During his amateur running days he won 106 medals, and more cups, silverware and cutlery than he can count. He is now going to Paris, France, where he will run Deschamps, the professional ten mile champion of France, at the end of August. Thence he will go to Glasgow, Scotland, running against McRae the Scotch 10 mile professional champion. That he will lick these champions is the hope of all St. John's people.

According to the 21-July-1919 edition of The Evening Advocate, the Grampian (presumably repaired) left St. John's that morning<sup>8</sup>:

**"GRAMPIAN" SAILS**

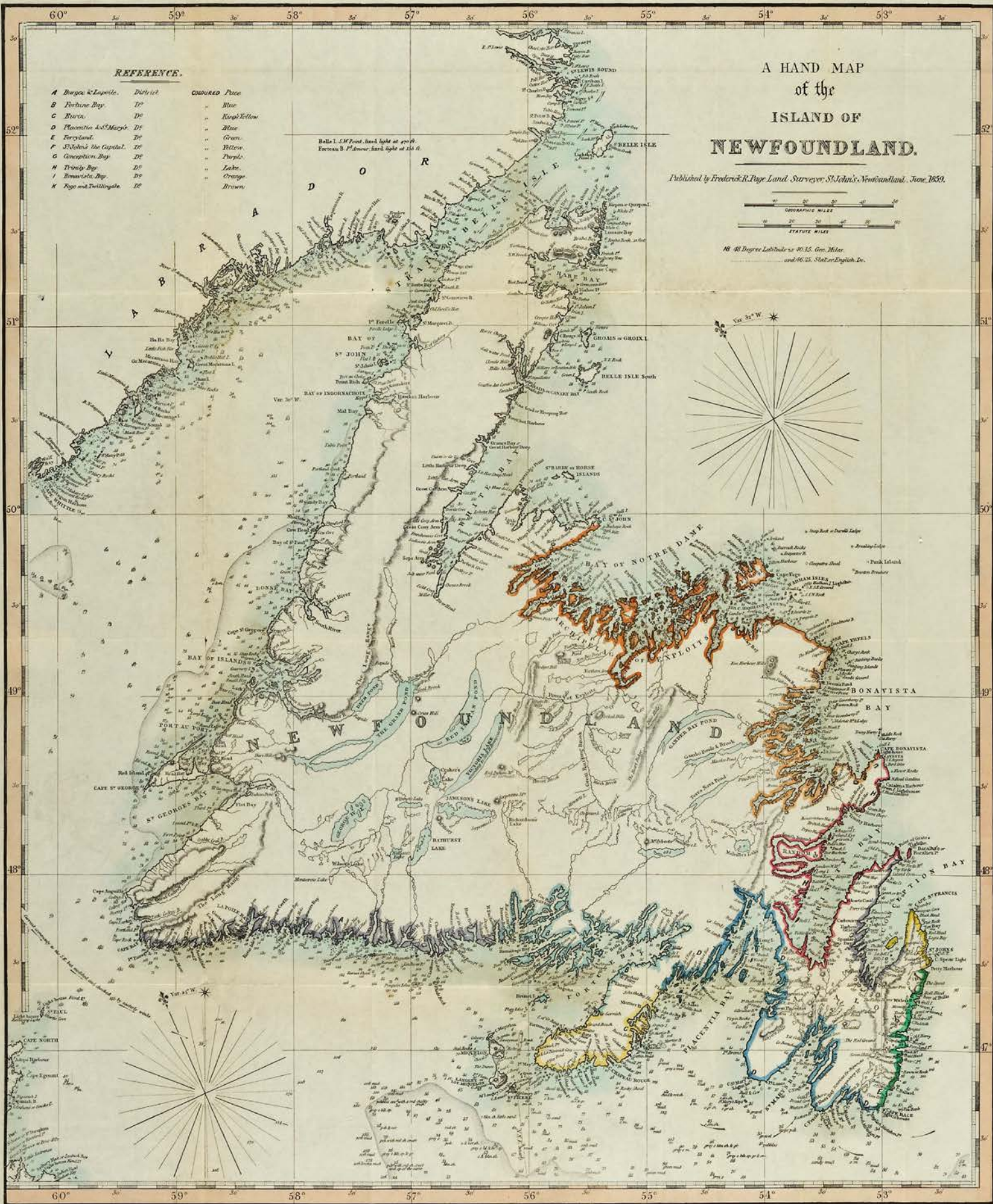
The s.s. Grampian, which struck a berg on July 10th and has since been in port, sailed this morning at daylight for Liverpool, taking the following outward passengers from this port: E.A. and Mrs. Bowring and child and nurse, C. A. Biddlecome, Capt. Williams, J. Cormack, A. F. Bannister, F. P. Raynham, A. Morey, W. S. Miller, A. E. Blockwell, F. Dixon, S. Fillier, J. Girling, C. Hall, Haffey, Mrs. Haffey, E. Oldford, Mrs. J. R. James, R. H. Withers, T. Bead, E. Edson, J. A. Walking and H. Bond.

From our transcription project, I was able to ascertain that at least 47 members of the Grampian (passengers and crew) visited Signal Hill during July 13<sup>th</sup>-16<sup>th</sup>, 1919. The visitors were from numerous locations such as Vancouver, Regina, Montreal, Nova Scotia, Liverpool, and London. Perhaps you may have ancestors among them? Or perhaps you will find your family members among the thousands who visited Signal Hill over the 41 years covered in the visitors' books? Please stay tuned.

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2. *C.P. R. Grampian*. *The Evening Herald*, 10-July-1919, page 5. Accessed by Craig Morrissey on 22-September-2021 via Memorial University of Newfoundland Digital Archives Initiative: <https://collections.mun.ca/digital/collection/eveherald/id/56592/rec/5>
3. *Bow of Steamship Smashed in Collision with Iceberg*. *The Tampa Bay SundayTribune*, 20-July-1919, page 1. Accessed by Craig Morrissey on 22-September-2021 via newspapers.com: <https://www.newspapers.com/image/325540438/?terms=Steamship%20Smashed&match=1>
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7. *Alfred Shrubbs: English Marathon Runner*. *The Evening Telegram*, 17-July-1919, page 4. Accessed by Craig Morrissey on 22-September-2021 via Memorial University of Newfoundland Digital Archives Initiative: <https://collections.mun.ca/digital/collection/telegram20/id/1933/rec/1>
8. *Grampian Sails*. *The Evening Advocate*, 21-July-1919, page 6. Accessed by Craig Morrissey on 22-September-2021 via Memorial University of Newfoundland Digital Archives Initiative: <https://collections.mun.ca/digital/collection/eveadvocate/id/6955/rec/17>



Courtesy of Centre For Newfoundland Studies.

*The Newfoundland Ancestor*

Family History Society  
of Newfoundland and Labrador  
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