



Robert J. Pincent

A NEWFOUNDLAND CIRCUIT by Sir Robert Pinsent Knt: D.C.L.

Notwithstanding the prominence periodically given to Newfoundland and her affairs through the oft-recurring and never-ending difficulties arising from her peculiar position under certain treaties with France; notwithstanding her propinquity to the Mother Country, and her ancient connection; her invaluable contribution in past times to the Naval strength of England, and her once position after the declaration of American independence, and before the Colonial Empire had spread by conquest and discovery into its now broad dimensions, as the chief possession of the Crown, much too little is known or thought about our oldest Colony.

In fact, general indifference, to a knowledge even of the geography of our own possession, is most remarkable in a great maritime country, such as England, whose greatness will be gone for ever if she should lose the Colonial Empire she has founded.

In many instances not only is there a total ignorance of the whereabouts of our territories, but even schoolmasters and presumably well-instructed schoolboys are unaware of the proprietorship of British possessions abroad, and make the most curious mistakes.

I once knew a firm of solicitors giving instructions for the attestation of a document before the British Consul in Newfoundland.

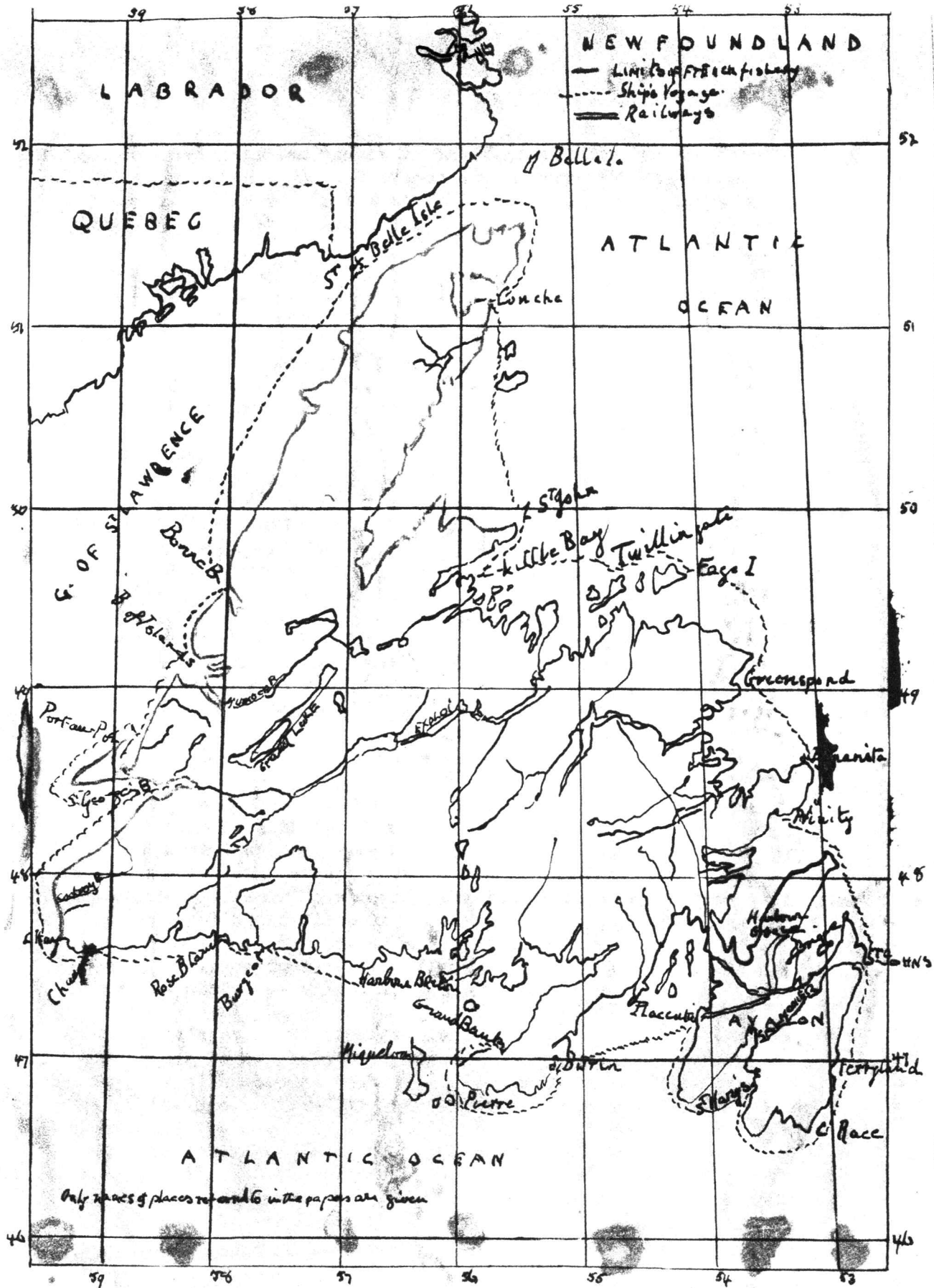
Again I often find that the knowledge or the impressions people have are derived from the speech or sermon of some missionary who describes a remote and isolated part of the country where the hardships of life and travel are considerable; and this is taken as a description of the whole, and people exclaim, what a dreadful place and what a wretched life! It would be as fair to take one of the worst Crofter settlements in Scotland as a specimen of the whole of North Britain.

It requires a world-shocking calamity such as the terrible Fire which in July last destroyed the greater part of St. John's the Capital of the Island of Newfoundland, to excite a transient interest in the Colony. I must admit that the call for relief was notably and generously responded to in this county.

As a Judge of the Supreme Court of Newfoundland, I have had large opportunities of becoming familiar with the coast, the people, and the resources of the Island, and I do not know that a general idea of its aspect and character can be better conveyed, than by a description of a Circuit of its Supreme Court of Judicature.

/The Circuits are

P.T.O.



The Circuits are peculiar in this, that they are for the most part prosecuted by sea. Settlement is confined almost wholly to the coast of this the ninth largest island in the world; and most of the outports are unconnected with the capital St. John's by highway.

In the peninsula of Avalon there is much intercommunication by road and railway, but otherwise highroads are interrupted by great bays or long stretches of coast.

While strictly there are two Circuits the North and the South, I have frequently taken both circuits, and making one of them, have thus perambulated the Island more than once.

We set out about the middle of August and complete the sea-going circuits about the 1st of October. Our ship is a Government Steam Yacht of about 250 tons burden averaging a speed of nine to ten miles an hour. She is a beautiful three-masted rakish-looking thing called the "Fiona". The vessel accommodates about twelve cabin passengers, and these consist of the Judge (who has a large well furnished state-room to himself), the sheriff who generally shares his cabin with another, the Clerk, and the Usher or Crier and the rest members of the Bar (one of whom, generally a Q.C. is Crown-prosecutor), and if there is room to spare, a guest or two, probably an official such as the Inspector General of Constabulary, an Inspector of Schools and such like, to whom the ship offers a good opportunity of visiting stations. On one occasion my guest was Mr S.A. Parsons the Photographic artist to whose skill and kindness I am indebted for most of the illustrations which accompany this paper.

The dining apartment is an under-deck cabin over twenty feet square, and its stairs connect it with the "Smoking Saloon" or deck cabin which is the prettiest and most cheerful resort in the ship. There is no paintwork anywhere, the whole internal arrangement being of polished wood, except where the walls are covered with stamped velvet. Being long, narrow, and metal-ballasted, the ship rolls and pitches considerably in a high sea, and it is consequently desirable to watch the time for running from port to port. We fly the blue ensign always in harbour, and on occasions such as Sundays or Royal birthdays, decorate our ship with many flags.

Having thus endeavoured to give an idea of what our ship is like, I will give you a short account of St. John's, the port from which she sails. If you look at the map you will observe that this port abuts upon the Atlantic on the East side of the Peninsula of Avalon, and is the nearest port of America to Great Britain and Ireland. It is a most remarkable harbour, and a particularly good one. The entrance called the Narrows is a gorge formed by a rift in the mountainous cliffs which face the ocean. The largest ships can anchor and lie in safety in the noble land-locked harbour, and there is no considerable rise or fall of tide. The approach to the port possesses a rugged grandeur all its own; the city lies chiefly on the hill-slopes of the North side,

/and the first object P.T.O.

and the first object which strikes the spectator on opening the harbour is the Roman Catholic Cathedral on the summit of the hill. This Church is a very large stone structure with two towers, and capable of containing a congregation of 5,000 persons. Close by it are the ecclesiastical College and Conventual buildings and several colossal marble statues stand in a square. The position of these buildings was such that they escaped destruction in the late fire. The ruins of the recently destroyed Cathedral of St. John the Baptist (Church of England) on the other hand, lie below and nearer the harbour. This costly Gothic fabric designed by Sir Gilbert Scott, was the finest church in British America.

Four other places of worship, and most of the public buildings were included in the destruction.

The population of St. John's is about 30,000. The major part of the City was built of wood except Water (or the main) Street and one side of the street next to it, which are of brick or of stone. While the situation is picturesque its general aspect is grey and bare. It is essentially a business place and a very large trade is done there.

Most of the Circuiters embark in the ship for St. Mary's the first day of call, about ninety miles south of St. John's.

For my own part I go ^{to} that settlement by land, as there is a high-road thither, and I live most of the summer at my country place on that road about fifty miles from St. John's. This country-place is some miles inland from the head of the beautiful Bay of St. Mary's and I travel to and from the capital partly by railway, partly by carriage-road. I may say in parenthese that it is situated in a lovely richly timbered valley, through which flows the Salmonier River, from which my wife and I and our boys take many a salmon, as well as trout in the season.

St. Mary's is a typical fishing settlement, with a population of less than a thousand persons, living in detached wooden houses built around the harbour, generally with some garden and meadow about them. The population is although of mixed descent (Irish chiefly and some English) is Catholic in religion, and the only place of worship is the Roman Catholic Chapel. Here there is a Convent of teaching nuns (a great boon to the people) and a fine respectable old Court-house; with a Magistrate and Constable in charge of the Queen's peace. Here, should there happen to be a criminal charge, where there seldom is, a grand jury consisting of mercantile agents and planters or dealers (middlemen) and the better-off fishermen, is summoned and then a petty jury if required for either civil or criminal business. As a rule however on Circuit, parties take the Judge without a jury for the trial of

Grand Juries are in the habit of making use of the occasion of the Court sitting, for presenting the public requirements of the various localities, matters as roads, poor relief, the need of amendments in fishery laws and so forth.

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I may say once for all, that the Court is opened at the several circuit towns by reading the Governor's Proclamation (our present Governor is Colonel Sir J. Terence O'Brien) appointing the times and places of its sittings; after which the formalities are the same as those observed in the old country. The old Anglo-Norman proclamation "Oyez! Oyez!" (pronounced by the Crier "Oh! Yes Oh! Yes") is repeated daily during term in the ears of the primitive people of the principal Newfoundland harbours; and when the sittings in any place are continued beyond a day, which they generally are, the proceedings close with the announcement "Oyez! Oyez! Oyez!" all manner of persons who have anything to do before my Lord the Queen's Justice of the Supreme Court on this Circuit will depart hence and give their attendance here again tomorrow at ten o'clock in the forenoon. God save the Queen, and my Lord the Queen's Justice."

The wig has of late years not been worn even by the Judges, but the gowns of silk or stuff according to the degree of the wearers, and bands are worn by the Judge and the Officers of the Court, and by all the members of the profession. The practitioners discharge the double duty of Solicitor and Barrister, a system very much better adapted to Colonial practice, than that of the separate functions.

The Circuit-Ship's next place of call is Placentia a very old town for a Colony, but with a population of only about 1,500. It is distant from St. Mary's about sixty miles. This place was the ancient French capital and Fortress when prior to the treaty of Utrecht (1713) France held possession of this place and the adjacent coast, having at an earlier time paid England a tribute for the right of fishing, which was afterwards remitted by our Charles the Second.

By the treaty of Utrecht however, the absolute sovereignty of the entire Island of Newfoundland was acknowledged by France to be in Great Britain, and then and afterwards were unfortunately reserved to the French those rights of Summer Fishing on other parts of the Coast, which have led to endless troubles accentuated by recent events.

This town of Placentia was so named from its extremely beautiful and picturesque situation. The remains of the old fortifications (both French and English) are to be seen there. Some ruins of its military works still exist on "Castle Hill" which towers above the entrance of the Harbour. In the Grave-Yard formerly the site of a French monastery, and with a fast decaying English Church still standing (for there are now few Protestant inhabitants and no resident Clergyman except the Roman Catholic Priest), there are the crumbling remains of stones marking the names and resting places of the dead for considerably over two centuries. In another direction the new Roman Catholic Church is a remarkably handsome and striking edifice with its lofty spire. The court-house is a mean wooden building of the

/Georgian era, P.T.O.

Georgian era, utterly out of date for present requirements and about to be replaced by a more suitable structure. The Constable's staff with The Royal arms of England as they were displayed tempore George the Second is still used at the ceremony of Court-opening.

Two broad and beautifully wooded rivers studded with islets flow into the estuary which forms the harbour, itself communicating with the great Bay of Placentia.

No intelligent visitor comes here who does not seek to be shown the massive silver Communion Service presented to the old Church by William the Fourth when Duke of Clarence while commanding a Man-of-War here, and discharging the duties of a Magistrate for the Island at the close of the last century.

It is well to explain that Placentia is connected with St. John's by a branch railway and the Court Ship may be met there overland by the Circuit as indeed it is by some of them.

The Anglo-American Telegraph Station here is an important one as it is a landing place for cables.

A ball generally enlivens the stay of the ship here. The local elit the circuit party and generally visitors from other places, make up quite a number for a dance. At all times an attractive place for tourists, the river affords grand sport in the month of July. At Placentia there is sometimes considerable business done during a term of two or three days, involving disputes arising out of the trade and fisheries, the proprietorship of land appeals from the Magistrates &c. Occasionally an indictment for some crime short of murder (murder cases which are very rare in the Colony being always tried at St. John's) has to be disposed of in the usual way. I would here state that there is a remarkable absence of serious crime throughout the Colony. I have known an entire Circuit to pass without a single criminal charge being preferred while ten indictments for the year would exceed the average. For the trial of minor offences there are Stipendary Magistrates stationed in principal places - but I doubt if there is a community in the world more distinguished for its freedom from crime than the population of Newfoundland.

It is needless to describe particularly all the "Outports", as they are termed to distinguish them from St. John's. There is much general similarity between them. The distances run between the ports visited by us vary from twenty to eighty miles. Burin our next Assize-town, is a large settlement upon the opposite side of Placentia Bay. The prevailing religion denomination in this district is Wesleyan-Methodist. The harbours are generally very capacious and easy of access except in a fog, of which I must for myself say, I have not had anything like the disagreeable experience I should have expected before undertaking these Circuits.

/However, occasionally

However, occasionally we have to knock about at sea a bit and at an odd time to put into some intermediate port to get clear of bad weather. One of my brother Judges has experienced one or two very serious frights through the ship striking reefs during a fog, springing a leak and carrying away part of her keel. Some of our places of refuge in bad weather may be almost uninhabited although they are splendid bays; but there is generally some good sport to be had in their tributary streams while we lie there. (See Picture of uninhabited Bay). One of our most important places of call, Grand Bank in the District of Burin, has no harbour capable of admitting our ship, so she lies off in the roadstead, and I have been obliged to leave without landing.

Our commission however is elastic, and having visited the next port the ship has run back with us to the former place with better luck for landing.

The little havens of Grand Bank and its neighbour Fortune accommodate quite a large fleet of fishing ships, bankers of from forty to one hundred tons, owned and commanded by industrious enterprising men whose perseverance almost invariably insures them success. The residences, business premises, churches and schools in these places are strikingly good and even handsome. These settlements are more town-like in appearance than the generality of "outports". The Court has only recently called at these places, and it was surprising with what readiness and intelligence after a little instruction, the principal inhabitants who composed the jury panels fell into the discharge of their novel duties. Here by way of example, of the matters considered, they complained in their presentment amongst other things of the want of a high-road for vehicles to insure regular connection with coastal steam and railway services.

At this stage we often call at the French Island of St. Pierre de Miquelon about thirty miles off, and spend part of a day in the capital which is a regularly laid out little town, with streets, cross-streets and squares. Here there is a French Governor, and a Municipality; here during the fishing season are the headquarters of the Commodore who watches the French privileges on the Newfoundland coast. The harbour at this time is crowded with European ships (besides banking ships and smaller local craft) waiting to load with dried cod-fish for market. Here on the streets you meet the Gens-d'armes, or perhaps with an officer in charge, a detachment of disciplinaires (soldiers under sentence) who form a small garrison and are employed on public works. Here the ox takes the place of the horse, in the cart, and creaks his slow way to and from the wharves and store-houses.

St. Pierre can boast of some hotels and several cafes. Our circuit party to here spends a little money in small purchases of liqueurs and other articles not/be had elsewhere, and they wind up with a jolly dinner a la Francaise.

/In landing here, P.T.O.

In landing here, the attendant constables do not wear their sidearms as we are on foreign territory, and foreign it certainly is in every particular, forming a very curious and interesting episode upon circuit voyage.

St. Pierre is the terminus of several trans-atlantic telegraph cables both of the French and Anglo-American Companies.

There is a considerable society here, particularly in the summer season, and not wholly French, as many English are employed in the Telegraph services and in business. On one occasion when we proposed to remain only a few hours our party was invited to attend a ball which was just about to begin. Our ship lay a long way off, and it would have been rather an undertaking to go on board and return again, but kind people insisted upon our going to the ball as we were. The entertainment was a great success, the Governor was absent from St. Pierre at the time, but his locum tenens and the officialdom and society generally of the little city were present; and in grace, courtesy and good manner nothing could be better. Class distinctions there, appear to be less marked even than in St. John's. There is familiar and friendly intercourse with social equality, between persons in all the grades of trade and business; for instance between the shopkeeper who does not supply the fisheries, and the supplier who keeps a shop.

Arrived at Harbour Breton we find one of the only two remaining establishments of the once great Newfoundland firm of Newman & Co. from which have sprung the Baronets of Mamhead Devon - a striking instance amongst many which could be named, of families the foundation of whose fortunes dates from the earlier days of the history of this interesting Colony.

The inhabitants of this part of the island being chiefly of West-Country descent adhere mainly to the Church of England. The comfortable homestead of the Agent of the firm is surrounded with kitchen and flower gardens producing in great luxuriance, nearly all the vegetables and flowers to be found in English grounds. Of the flora the single dahlia flourished pre-eminently in its aesthetic beauty. The hospitable and courteous mistress of the house always sends to our ship a welcome contribution of both vegetables and flowers for our table, and is not forgetful of "Devonshire" cream. From the firm we replenish our stock of old port and sound sherry. Here the normal absence of crime seldom calls for the presence of a Grand Jury which we do not generally summon and call from their business anywhere, without pressing cause. Harbour Breton is the capital of that District (Fortune Bay) where the inhabitants suffer so grievously from the operation of the Bait Act, which prohibits them from selling bait-fishes (herrings) to the French, a measure intended as a counterpoise to the bounties the French receive from their Government for cod-catching. The port derives its name from its having once been a principal fishing station of the Bretons, when the European maritime nations yearly resorted to the banks and coasts of Newfoundland. Thus we find such names as Portugal Cove, Spaniards' Bay, Jersey Harbour, Biscay Bay and so forth. The

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foreign origin of many names of places on the coast has led to corruptions which have made the nomenclature often peculiar and sometimes ridiculous. By way of example, "Bay d'Espoir" has long ceased to be the Bay of Hope, and has long been known as "Bay Despair". Tasse l'Argent (pretty and expressive name) first became in the mouth of the English Fisherman "Tosslowjohn" and it is now for brevity's sake generally called "Josslow", a remarkable instance of the obscurity often attending the derivation of names.

Our next place of call bears the French name Burgeo, and here there still exists the business establishment of an ancient Jersey firm, besides others of modern foundation; but it is a quiet little place, an island rock, incapable of much cultivation, and affording no field for the lawyers. Here remain instances of the very ancient custom of engaging or "shipping" as it is termed, youngsters from Europe to serve in the trade for "two Summers and a Winter", or to become apprentices for a longer period. The only criminal case we have had for years here was a charge against a lad of this description for taking the life of a mother with a knife he had in his hand. The circumstances were those of such strong provocation that I sentenced the poor little fellow to a few weeks imprisonment only, so adapted that at the end of his sentence he might return to his mother by one of the Jersey ships. (See Picture Banker at Burgeo).

Rose Blanche is a place only recently included in the circuit Sessions, a thriving settlement of scattered houses, with several resident enterprising business men, one firm in particular doing a considerable foreign trade. Its name properly and formerly Roche Blanche testifies that its physical aspects centuries ago, were the same as they are today; snow-white weather-beaten rock, relieved here and there with the greenery of the shallow soil which has formed in the hollows of the cliffs.

Our ship takes us next in less than three hours to the fine Harbour of Port-aux-Basques, manifestly the proper terminus of any future trans-insular railway from the East side of Newfoundland to connect with the Canadian-Pacific system; and otherwise so to connect Newfoundland with the Dominion that a voyage of four or five hours would be the only sea-going to be done by passengers. This port is seldom, if ever obstructed by ice from the Gulf of St. Lawrence,. The town, about half a mile from Port-aux-Basques, called Channel, has a smaller harbour of its own for fishing and trading craft.

In the matter of agricultural incapability it is of the same character as the Western half of the Southern coast line, but it has with some other settlements there, the advantage of a winter fishery which insures the industrious against want.

At Channel there are a Stipendiary Magistrate and a Sub-Collector of Customs. It possesses a Telegraph and Post Office of course, as do all these places, the religious needs of the people are supplied by three places of

/worship, P.T.O.

worship, Church of England, Roman Catholic and Methodist, as is the case with most of the larger outports.

When we leave Channel, we are on our way to that part of the coast commonly called "The French Shore", upon which the French Treaty privileges of fishery exist. Cape Ray is the South-western point of Newfoundland, and at that point these reserved Treaty Rights commence.

Near this point but a few miles inland, is an agricultural settlement in the valley of the Codroy Rivers mainly settled by a fine race, descendants of Highland Scotch Catholics from Cape Breton (Nova Scotia). The rivers broad and beautiful flow through a valley tract of varied woodland, and of rich alluvial soil; the wide plain-relieved by the distant prospect of a mountain range which bounds the view. This place we have on our way visited with great interest, enjoying not only the beauties of nature, but the generous hospitality of the resident Priest. A high-road recently constructed between these settlements of Cod-roy and the trading port of Channel, will no doubt provide an outlet not before available for the export of cattle, hay and other produce to other parts of the Island of Newfoundland.

To land here now, the ship has to lie in an open roadstead, and it is running somewhat of a risk to go ashore for a few hours.

The English Commodore on this station and a party from his ship, went ashore some years ago to fish the Cod-roy Rivers, and in the meantime their ship had to weigh anchor and go to sea, and they were compelled to take refuge for two or three days with the kind hearted Priest, until the weather enabled the man-of-war to return to them.

The Court proceeds next to St. George's Bay in which is St. George's Harbour at Sandy Point, a low flat peninsula of fine sand partly covered with turf, on which the town or settlement stands. I think that in some respects this is the most peculiar place in the world - absolutely unique in fact. The population of this, the principal settlement in the Bay numbers from twelve to fifteen hundred, and forms a most motley group derived from French-Acadian, Mic-Mac Indian, English, Irish and Highland Scotch, and in many instances a mixture of several of these. A race termed "Jack o'tars" (Gens-cotar) form perhaps the largest section of the people of the point, and is of mixed Acadian-French and Indian Origin. There are some instances of Frenchmen from France and their descendants, regular settlers, and other estrays from the fisheries, who have settled there and become with the rest, British subjects. There are a few representatives of other nations e.g. an Italian is one of the most intelligent and successful traders, and a man employed occasionally by the court as an interpreter of the French and Gaelic dialects of the region described himself as the son of an Irishman from Kilkenny and of a Dutch mother. It is curious and perhaps as

/illustrative as

illustrative as anything, of the heterogeneous universality of British rule, to have before you Juries composed of such varied constituents, attending to their duties with exemplary attention and discharging them with remarkable intelligence.

This Bay of St. George was an English settlement as well as an English possession, long before the later Treaties with France so adjusted the limits of the French-fishery coast line, as to include this region. It is consequently felt that the hardship of French intrusion in this place is all the greater. I have had witnesses before me the descendants of the old English settlers of many generations ago; and the Mic-Mac Indians originally came there from Cape Breton (where they had been our inveterate enemies) under English license to occupy a tract of this Bay; and there they "buried the hatchet" and smoked the calumet of peace in confirmation of a treaty of perpetual amity.

These French claims which were never intended to apply to anything but cod-fishing have of late years been extended to the right of taking herrings for exportation, and to lobster catching and canning (an important industry) and this is immediately the matter which has given such prominence to the French Treaty questions, and occupied so largely the attention of the English Government, Parliament and press for the past three years. Moreover, this yearly intrusion of the French, and the claims and pretensions they make for exclusive possession while they are upon this part of the coast, is an absolute deterrent to British and foreign enterprise and the investment of any large amount of capital in the mining, agricultural and timber resources of the entire western side of Newfoundland.

During the term of the Court at St. George's, some of us visited one or more of the fine rivers in the neighbourhood; and for that purpose it is necessary to take boat for some miles and walk through the woods for some miles more. Flat Bay Brook at the Steel Mountains (which abound in magnetic iron) has been my favourite stream, but I have never succeeded in killing a salmon there although I have seen many breaching. We are too late in the season for sporting salmon and indeed also for trout, both which abound and are easily taken a month earlier. It is a mere chance to make a good catch late in August, at least at the point accessible to ordinary sportsmen, although I did take on one occasion four trout in quarter of an hour weighing from four and a half to two and a half pounds. The walk itself however is always worth taking for the sake not only of the exercise required after being on board ship, but for the beauty and grandeur of the scenery.

My friend the Colonel who was with us (inspecting his constabulary stations) tried Harry's Brook and met with all the success he could reasonably desire in trout; and if time had permitted I think we should have organized an expedition for a point about thirty miles up the George's River where it was

/said salmon P.T.O.

said salmon and trout were to be captured in any quantity until late in the autumn.

The shooting season was approaching, and some parties were already here from the old country, preparing for deer-stalking in the interior - a baronet and an officer of the Guards amongst them. We met also the energetic American agent of a company which had commenced Asbestos Mining up the country. He appeared to be hopeful of the enterprise. This gentleman had with him an American repeating rifle remarkably light, carrying fifteen charges which could be fired in as many seconds, its cost about four pounds.

This part of the Island lately a prefecture, now forms a Missionary Roman Catholic Diocese in episcopal charge of The Right Rev. Dr Howley, and no account of our trip would be complete without warm acknowledgements of the courtesy and hospitality we always receive at the hands of the Bishop, and from his priests in the diocese.

Our Circuit party is always sumptuously entertained by Dr Howley at his residence. The Bishop is a native of Newfoundland, he takes a deep and active interest in all that concerns the welfare of this part of the Island, and he thinks its interests would ^{be} better consulted by connection with the Dominion of Canada.

We in return, invite the Clergy of all denominations and some officials to dine with us on board our ship, and very good company they are. But my description would be imperfect if I failed to mention an expedition organized for us by the Bishop as a wind-up to our visit at St. George's.

In the ordinary course, we must in going to our next regular port (the Bay of Islands) be obliged to make a run for over a hundred miles, but by crossing St. George's Bay and landing at Stephenville a farming settlement of French-Canadian descendants, and thence sending our ship round into an intermediate bay called Port-au-Port, we saved a great part of the sea-voyage, and had one of the most charming and delightful journeys it is possible to imagine.

Having visited some of the homesteads and primitive farms of the simple and industrious inhabitants, tasted their butter, looked at the homely products of their spinning wheels and looms (for here they make the cloth they wear), we set out in quite a cavalcade for a ride over a rough country road to Port-au-Port. Eight or ten sturdy cobs had been provided for those who preferred the saddle, and there were besides, two light carriages (American buggies) in one of which I travelled with the Priest of Port-au-Port and in another were the Bishop and his chaplain. The day was cloudless and calm, the sapphire waters of the Bay lay on our left hand reflecting the brilliance of a sun-lit sky, the temperature was perfect and the air fragrant with

/wood-land odours.

woodland odours. We passed a few small farms of recent settlers, and about half way on our journey arrived at the beautiful stream called Romaine's Brook which takes its name from the families of a charming old couple and their sons, there resident. Here were homesteads possessed of all the substantial comforts of life, with a farm producing everything which an English farm is capable of yielding. The hay crop averaged about seventy tons a year, and was put up in pressed bundles for exportation to St. John's. The pressing machine was a very large one worked with two or more horses. Close by on the other side of the brook, is a mountain of gypsum exposed to sight, and upon which mining operations had just been commenced by a company loading their first ship to Boston. The active manager was an English gentleman, a young man lately resident in New Brunswick, who expected his wife and family shortly to join him here. The quarrying of the gypsum is the simple operation of digging it out, but as there is but a small margin of profit upon the manufactured article, the expense of loading by lighters at a long distance from the ship in an open roadstead was a drawback which it was hoped might be overcome by building a long pier.

Arrived at Port-au-Port so called from there being two harbours separated by a neck of land, we visited one of the principal Lobster Factories on this coast. The lobsters are boiled alive in great caldrons and then packed in hermetically sealed tins, which are made and filled on the spot. It is, if husbanded, a valuable industry, which it is hoped will not be destroyed by overworking and want of regulating, before the dispute with the French is settled.

Nothing preserves so well in the canned state, when the canning is carefully done, as the Lobster, and none is so good as that from Newfoundland. These Port-au-Port Factories are I believe, particularly good ones, and that visited, was one of several carried on by the Mr Baird whose name has figured largely in opposing French pretensions to share in this industry, and who is regarded in Newfoundland as the local Hampden. A settlement of several hundred persons has sprung up at this place within a comparatively short time. Upon an eminence commanding a grand sea view as well as a beautiful landscape, stands the Roman Catholic Church its spire a conspicuous object in the approach by land and sea.

The parish Priest's new house not yet finished, stands close by, a building not large, built in villa style upon a plan of exceeding good taste. It is constructed by local workmen, in wood of materials from the neighbourhood; and the pannellings of the hall and lower rooms and the mantelpieces are done in various woods such as pine, ash, birch and maple, and are extremely neat and effective.

A luncheon was prepared for us here, by our Reverend friend, which so astonished us by its variety and sumptuousness, that the Colonel, whose heart is not even so much "in the highlands" as in West London, said it was only to be accounted for by being so near to Piccadilly, which is the name of a neighbouring cove.

/Our steamer came

Our steamer came in sight about five o'clock and we met our hosts at the strand, and bidding Adieu! to our generous hosts, we rejoined the "Fiona" on our voyage to the next Circuit port the Bay of Islands. This is a glorious Bay, and into it flows the River Humber which takes its rise in immense lakes in the interior. It is magnificently timbered, the banks where they are exposed, are composed of various sorts of marble rock. The herring fishery with agriculture and ship-building, is the main support of the inhabitants. The form of the settlement is like that of most of the outports of Newfoundland houses scattered over a large area with a main road or two running through the place with private lanes to the dwellings and fields. The Magistrates residence built some years ago when the office was supported jointly by the Imperial and Local Governments (the appointment is now with the local Executive) is quite an imposing residence on a high hill. Near to this is a commodious Court House and Gaol. The place has just been long enough settled to make trespass cases and questions of right of way the chief subjects of litigation, and they are generally left to the impartial determination of the Judge himself.

The principal religious denomination here is that of the Church of England. The church is considered to be of the ritualistic type, anyway it is particularly well got up for a village church in Newfoundland, but the same may be said of others. The handsome stained glass window in the chancel of this church is to the memory of Captain Howarth, R.N. formerly the Magistrate who died here. A description of the Bay of Islands and its neighbourhood would be imperfect, if no mention were made of a gentleman who living here for many years of his life, has in a spirit of apostolic devotion and munificent liberality immensely contributed to the moral and material welfare and progress of the people. When I first knew the Revd. Joseph J. Curling, he was an officer just retiring from the Royal Engineers, and about to enter the Church of Newfoundland.

As a clergyman he took up his residence in this remote Bay. Possessed of such wealth, and untiring energy he devoted both largely to stimulating the moral and religious sentiment of the people of the coast. He built and aided in the endowment of churches and schools and parsonages and clubs. A man slight and delicate in physique, he in the discharge of his duties often travelled alone through the woods in winter over trackless wastes of snow, and it is said that he has been known to carry on these journeys a parcel of tea or a pair of boots and such like for poor parishioners.

The public improvements set on foot and aided by Mr Curling will ever remain monuments to his cherished memory.

It will hardly be believed that this remarkable man, a member of the Royal Yacht Squadron, is a certificated Master-Mariner, and took charge of his own Yacht on this coast, in visiting the settlements within his rural deanery; and that when he left for England a few years ago he took her across
/the Atlantic.

the Atlantic. This vessel had been built at the Bay of Islands under the superintendance of its owner. For I think fifteen years, this gentleman continued to minister in the Church in this region, residing at the Bay of Islands with his wife (the beautiful and accomplished daughter of my predecessor in office, Sir Bryan Robinson) and their family. Then he entered himself at Oxford, and in due time obtained his degree from that University, returned for a time to Newfoundland and took charge at St. John's of the Theological College where are educated students for the Church of England Ministry, from which he has only just retired to the old country.

Bonne Bay, less important and thriving but no less picturesque than the Bay of Islands was our next, and on the Southern Circuit (which includes the West coast) final Circuit port. A short stay almost invariably disposes of our visit here, and then if the same Judge takes the Northern Circuit, he continues his voyage up the Western coast of Newfoundland and passes through the Straits of Belle Isle which lie between Newfoundland and Labrador at the entrance of the Gulf of St. Lawrence.

In coming out of the Straits of Belle Isle we witnessed an animated scene in passing a fleet of about forty schooners returning fish-laden to ports in Newfoundland after their summer's voyage at Labrador. These vessels their outspread sails swelling with a strong wind abeam, and all in view together bounding along like things of life and dashing the sea-foam before them, formed a picture seldom seen and not soon to be forgotten.

Among several shoals of porpoises glancing and circling through the sea, are seen disporting themselves in various directions, and sometimes whales are with them, showing their great black backs over the surface of the water, and coming up every now and then to blow, they send water-spouts high into the air.

We are, all this time since our departure from Channel, traversing the coast on which the French have summer fishery rights, and we so continue to do until we arrive at Cape St. John in latitude 50° on the Eastern coast of Newfoundland.

Although on my last voyage I did not take in the Northern Circuit as I have sometimes done, yet I came home in that direction as it is rather a shorter voyage than returning from Bonne Bay the way we came, by the South.

The trip to Ferryland (included in the Southern circuit) is done by carriage after the return on the ship from the general visitation. This port once a place of considerable trade has lost its former importance. It was the Ancient Capital of Calvert Lord Baltimore's settlement in Avalon under Charter from James the First. That noble grantee imported a colony, built a mansion and fortress, and resided there with his family for some years, until he shifted his quarters to Maryland and founded Baltimore.

/The family of Kirke P.T.O.

The family of Kirke succeeded him, and Sir David Kirke died there, but the place of his sepulture is unknown. Beyond mounds which mark the sites of their buildings, there are now no visible ruins of their works. The old stone dwelling house of the once famous firm of Holdsworth of Dartmouth is now a post office and hotel where the Court party puts up.

The Judge who takes the Northern Circuit after the close of the Southern, would with a change of bar and official staff, proceed North and begin his sittings where the first circuit ceased, taking for instance, Little Bay, a great copper-mining station and centre of general business for that section of the country. He would then call at Tilt Cove where is an old and famous Copper mine. The Court's next port would be Twillingate where is the finest Court-house in the Island. The population of this settlement exceeds 3,000 and is for the most part of West-of-England origin. There are four or five resident Merchants doing a foreign trade and not merely dealing at St. John's. Thence the Court would visit other places of considerable importance and trade, more populous for the most part than the towns of the South. These are Fogo (properly Fuego) Greenspond, Bonavista (so called nearly four hundred years ago because of its pleasant aspect to the first voyagers to the New World) Trinity, one of the most magnificent and picturesque harbours on the globe, peopled as most of the North of Newfoundland is by an English-descended race.

If there were time and the weather favourable, the ship would probably go into the broad and beautiful River Exploits, and visit the fine saw mills, and timber factories at Botwoodville; and call at some place where a new mine had been set going.

The judge of the Northern Circuit would finish his business by land, taking by railway to Conception Bay, Brigus in the first place, and lastly the outport of the greatest size and importance viz. Harbour Grace, with a population of seven or eight thousand, and possessing seven places of worship (three of the Church of England, two Roman Catholic, (one of them the Cathedral for this diocese) one Methodist, one Scotch Presbyterian). The Court-house, the Cathedral, (now being built to replace one recently destroyed by fire) and the principal Church (St. Paul's) connected with the Church of England are of stone - the last nearly a century old is a typical English Parish Church in appearance. The South or waterside of the broad and handsome main street of this town is of brick or stone, and the most extensive mercantile firm in the Colony is established here. The Grand and Petty Juries (who are summoned as well from the large neighbouring town of Carbonear as from Harbour Grace and its vicinity) are always in attendance at the sittings, and the litigation for a community of over thirty thousand people is disposed of at the terms here, which are held both in spring and autumn; while for the other principal places there is only one sitting in the year.

/Pleasant and healthful

Pleasant and healthful as I generally find the Circuit trips I am not sorry to return to the bosom of my family at Woodlands, Salmonier, prior to residence in town for the winter, and to attendance at the sittings of the full Court in St. John's. October in the country is often the most delightful of months, a sort of addendum to summer, without the mosquitoes. Moreover the autumn tints of Birch, Wych-hazel, Wild Cherry, Mountain Ash, Dwarf-Maple and other deciduous woods, intermingling with the evergreen of spruce and fir, and the feathery foliage of the larch, with the undergrowth of hanging shrubbery, of graceful fern, and various moss, form for a too fleeting space, a gorgeous picture of blushing hill and tinted sward mirrored in the silver sheen of the sparkling river.

It is then too late according to law, to tempt again the speckled trout and the royal salmon with specious fly or vulgar bait, but for the man with his gun or rifle there are snipe yet on the river flats; grouse on the barrens, wild duck in the lakes - and for him disposed to go far afield wary deer, hard to stalk, in the "deer parks" a few miles distant. My eldest son has within a few years shot twelve deer not many miles from where I write, and one of my younger lads trying his prentice hand upon this noble game, brought home his first venison just after his return with me from my last circuit.

Robert J. Pinsent.

Woodlands,
Salmonier,
Newfoundland.

Sir Robert Pinsent.

- (1) Obituary verse from a Newfoundland Newspaper.

In Memoriam.

Mourn, Terra Nova, Mourn,
Thy gifted son is dead,
Bow to the dust thy stately form,
Strew ashes on thy head.

Well mayst thou mourn, loved Isle,
This favoured child of thine,
And with the names of honored dead
The name of Pinsent twine.

His tongue and pen no more
Shall laud his native soil,
No more to learn its checkered past
Burns low the midnight oil.

That brain observant, fertile, keen,
No more shall grasp the clue
That bared the mazes of the law
To common laic view.

Hushed is that voice, forever hushed,
Whose mellow accents fell
In Forum, Senate, Halls of Art,
On ears that knew their spell.

But more than all we miss its tones
When as a man he spoke
Whose sympathies spread wider far
Than Littleton or Coke.

A memory now, the warm hand clasp;
The pleasant smile is fled;
And men all round this sea-girt Isle
Mourn Justice Pinsent dead.

And ask with feeling in each voice;
How shall we fill the place
Of the good Judge, our countryman,
Who just has run his race?