



The VIKING'S STORY.

Hails for 24,000 Prime Young Harps --- Captain Bartlett Thinks Chances Good for Labrador and Kite Securing Full Loads.

At 6.30 p.m. Saturday Bowring's good ship Viking, Capt. Wm. Bartlett, arrived from the Gulf sealfishery hauling for 24,000 prime young harps, including 600 on deck, and reporting ship safe and sound despite the accident which occurred to the vessel. Capt. Bartlett is undoubtedly the most successful sealing master who ever prosecuted the sealfishery in the Gulf, and the Telegram extends its heartiest congratulations on the happy outcome of his sojourn amongst the flocks there this season. Shortly after the ship arrived a Telegram reporter interviewed her genial commander and from him obtained the following interesting narrative of his voyage talking from a diary kept by himself: The ship left Channel on Thursday, March 10th, at 3 a.m., and met the first string of ice that day at 11.55, eight miles N.W. of Cape Ray. Heavy sheet ice was encountered at 3 p.m., the Bird Rocks were passed at 7.30 p.m., and she reached Bryan Island at 10 that night. Remaining there till daylight of the 11th, she steamed close inshore and sent a boat in to wire the Magdalen's for news. The boat returned at 9.30 a.m., and Capt. Carroll of the Kite, which was near, came on board the Viking and got what news was going. Steaming towards East Point then, the Kite in her wake, the Harlaw could be seen running N.W., and the Labrador W., but there was no sign of the Southern Cross. At 11 a.m. the Viking ran into clear water, running S.W. on the south side of the Magdalen's. At 5 p.m. she was up close to the S. W. Point of Amherst, which the ice pressed against, and then ran N.W. towards Deadman's Island, where she arrived at 9 that night. On Saturday the 12th at daylight she ran N.W. and W., but caught no sight of seals. At 8.45 that night the Kite and Labrador were west and the Southern Cross 2 miles E. of the ship, with the Harlaw 10 miles to the N.E. Sunday morning, the 13th broke with thick snow, and she ran N.W. through lakes of water in the ice, and at 10 a.m. brought up between two heavy sheets of ice. At noon the Kite was a mile to the S.E., and the mate came on board the Viking for a while. At 3 p.m. a dense fog settled down and at 7 p.m. the engines were slowed down and the ship made fast to a heavy sheet of ice for the night. It was still foggy Monday morning, the 14th, with a S. E. wind, and the ship ran S.E. through leads in the ice. She brought up at 7 a.m. and then ran back S.W. till noon, and in the afternoon ran mostly through slush. The Labrador coming up, her captain, Baxter Barbour, boarded the Viking, reporting no sign of seals. Steaming N.W. and N. till 7 p.m., with the Kite in the same water, she made a halt for the night with the Labrador quite near. Tuesday morning, seeing nothing to the N.W., she started east, and had to butt her way through heavy sheets of ice. At 3 p.m. the first white coat was taken on board, and at 3.30 all hands were "hove out" to pick up the seals, which were gradually increasing in numbers. The Harlaw and

miles distant, and that day in company with the Southern Cross 3,100 were panned. By 9 that night only three of the six pans killed were hoisted on board. Sunday, the 25th, a S. W. gale was experienced with rain, and sighting the other three flags they were taken on board. The Viking then steamed east for pans left on the floe since the previous Thursday and Friday, but became jammed between two heavy sheets of ice and had to be blasted out of it with powder, this being done in half an hour. She reached the flags which were left out since the previous Thursday at noon, and the work of picking them up occupied the ship till 6 p.m., when a heavy S. W. swell made "slush" of the ice. Monday, the 21st, the swell still continued in the ice, the seals were scattered, the pans smashed up and many went in the water. At 9 that morning the crew of the schr. Cedella were spoken and reported doing well. The schooner then hailed for 600 seals. The steamer slowed down that night 10 miles S. W. of the Bird Rocks. Tuesday, the 22nd, saw all hands out again killing seals and picking up scattered pans. At 11 a.m. that day the last of the 24,000 seals on board were taken and the ship bore up for home. She had very little ice to contend with but a heavy cross swell, and deeply laden as she was she ran back to the shelter of the ice, reaching it at 5 p.m. She left the ice again at 4.30 on March 23rd, at 7 a.m. sighted Cape Anguille, passed Cape Ray at 12.30 p.m., and arrived at Port aux Basques in a thick snow storm at 1.30 p.m. It cleared at 7.45 p.m. and she left for St. John's. At 10.30 a.m. on Thursday last the ship passed close to the north head of Miquelon Island, and at 11.30 a.m., while going at a good clip, she struck bottom on a sand bank at Soldier's Point, a half mile from the shore. The captain, officers and crew behaved coolly; there was no excitement, the weather was perfectly clear, all knew their position and immediate preparations were made to get the ship off at next high tide. A wire hawser was run out and made fast to a kedge astern and hove taut, the seals were shifted from the fore hatch to the quarter deck, and the chain cables were hauled aft. At 7.45 p.m. as the hawser out to the kedge was tightened by the donkey winches the whole crew ran from side to side of the ship, rolling her, and she slid out into deep water, and starting for St. Pierre with thick snow she reached the Roads at 1 a.m. on Friday last. She had a good run to port, meeting the Portia on way, and after Dr. Fraser had looked over the ship and examined the crew he gave her a clean bill of health and she berthed at Bowring's South Side premises. The Viking lost pans with over 2,000 seals on them owing to the swell which smashed up the ice. She could have taken these seals on deck if they had been secured. The Labrador and Kite were last seen on the morning of the 15th, and were jammed about 30 miles west of where the seals then were. Capt. Bartlett thinks that the big swell in the floe which he experienced liberated them, that they could have only been a few hours jammed. He thinks both ships have excellent chances for securing good trips of fat. All the crew are well and the ship is unharmed. Capt. Bartlett says the seals are in prime condition and should average 45 lbs.

The Southern Cross Here.

The s.s. Southern Cross, Capt. John Clarke, arrived in port at 7.30 this morning with 23,000 prime harps, 1,400 of which are on deck. The ship left Channel on the 10th inst., accompanied by the Viking, Labrador, Kite and Harlaw, and was the first ship to get a sign of the seals, as six white coats were picked up on the 11th inst., the ship then being alone in the ice. The Harlaw was met the next day, and on Sunday, the 13th, the ship struck the main patch about 40 miles west of Bryan Island. The ship during the spring was caught a few times between sheets of ice, but by the exertions of captain and crew was worked out of her predicament. On Monday, March 14th, the ship was surrounded by thousands of seals, and that day until dark the men were hard at it killing and panning. It was difficult work, however, as owing to the swell which ran through the floe the ice was broken up in many places and the crew had to walk long distances to get to the solid pans. That day about 9,000 were killed and panned, and for seven days without intermission the slaughter continued, about 4,000 and 5,000 seals being panned daily. Monday last the ship bore up for home and got within 18 miles of Cape Ray but could not negotiate that promontory, it being dangerous to do so in the heavy sea running and with such a deeply laden ship. She therefore had to run back to the shelter of the ice to await more moderate weather in which to proceed. Tuesday night she was compelled to run into Bay St. George out of a S. W. gale with high sea, and left there again at 2 a.m. Wednesday, passing

EASTER ATTRACTIONS!

The past week has been a busy one with us marking off large shipments of English and American Goods. Each package opened bears evidence of the care and attention given by our buyers to those markets in their selections for our VARIOUS DEPARTMENTS.

LAWNS!

Our American Buyer has been fortunate in securing an exceptional lot of these always useful Goods, totalling **10, 12, 14, 16, 18, 20c. yd.** 20,865 yards. Prices.....

Also, 50 pieces of SLIGHTLY IMPERFECTS, regular price, 25 cents, now 12 cents.

American Muslins.

A magnificent display here, in fact the most elaborate range ever shown by us, and consisting of Mousiline-de-Luxe, Florodoro Batiste, Holleybelle Batiste, Ombre Corde, Poplin Traversines, Organdies, Japonettes, &c.

American Neckwear.

We are showing very attractive lines in this particular, and will be found to be thoroughly up-to-date.

Prices: 20, 25, 35 and 40 cents each.

MILLINERY!

Ribbons.

We have made every preparation here for a BUSY Season.

NEWEST MAKES. LATEST STYLES.

We are ready for the EASTER TRADE IN THIS DEPARTMENT. OUR STOCK IS NOW REPLETE WITH ALL THE NEWEST SHAPES AND STYLES in

Children's and Ladies' Trimmed and Ready-to-Wear Millinery. English and American styles.

Veilings.

This accessory to a Lady is always wanted.

A good display in all the NEWEST STYLES and COLORS.

Ladies' Belts.

87 dozen of a JOB LINE in ELASTIC, LEATHER and WHITE WASH BELTS.

Price: 17, 25, 35, 40 and 60 cents.

Ladies' Headwear.

The NEWEST IN HAIR ORNAMENTS, HAIR PADS and FRAMES, CROWNS, HAIR BRETRES, SIDE COMBS AND PUFFS.

LACES!

Our Ranges of Laces, Insertions and All-Overs are now complete with attractive Goods. This is always a strong Department with us.

MARSHALL BROS

Channel Head at 12 noon with a stiff nor'wester blowing. The ship had to be nursed along slowly, as in the high sea running it was feared that she would lose her deck load of fat.

As a matter of fact, in making for Cape Ray on Tuesday, the 22nd, several seas boarded the vessel, filling the decks from rail to rail, and smashing the pounds sent the pelts adrift. To relieve the ship of the flood the bulwarks had to be beaten away on both sides, and later the seals which had broken loose and were washing about the decks were secured. These were placed in the boats and temporary repairs were made to the damaged pounds. The ship's seals should give an average similar to the Viking's. She has not seen the Kite or Labrador since the 15th, but the crew think these ships will have good trips of seals. Capt. Clarke and his crew are well. Dr. Fraser visited the ship this morning and gave her a clean bill of health. About 40 St. John's men on her came ashore to their homes to-day. We congratulate Capt. Clarke on his success.

Pansy Theatre will open its Nickel Show, this afternoon and night, in the Mechanics Hall. All up-to-date new pictures will be shown. Admission, matinee, children, 2 cents; adults, 5 cents.—mar28.21.

McMurdo's Store News

MONDAY, March 28, '10. FOR COUGHS AND COLDS: For that hacking cough, which needs to be loosened, McMurdo's Syrup of White Pine and Tar is most useful. It will break up the cold and soothe the irritated tissues and membranes. Price 25c. a bottle.

FOR HEADACHE: If caused by Cold or of Neuralgia origin, one of our Headache Wafers will give speedy relief. These Wafers are quite harmless if taken according to the printed directions. Price 25c. a box.

FOR THE HAIR: To stimulate the scalp and produce a healthy crop of hair, wash the head, using one of our Shampoo Powders; then apply Cantbaridine, using the latter about three times a week. Price (combination) 30c.—adv't.

Bruce Passengers.

The Bruce arrived at Port aux Basques at 7 a.m. yesterday. Her passengers were:—Lieut. Gale, H. G. Gemmel, R. Proudfoot, G. Shea, J. R. Bennett, Mrs. H. E. Russell, J. S. Tazat, O. C. Brand, I. P. Perlin, H. C. Crowfoot, H. D. Wood and C. H. Richardson.

Minard's Liniment Cures Dis temper.

Almost Poisoned.

Saturday forenoon a city photographer had a narrow escape from death as the result of taking a poisonous solution used in his business, in mistake for another beverage. After taking the drink he saw his mistake and knew what the terrible eventuality would be. The poison began to take effect almost immediately and he suffered so intensely that he screamed from pain. A young man on the premises who had knowledge of such matters administered two powerful emetics which caused copious vomiting, and more than likely saved the life of the photographer who thus got clear of most of the poison. Doctors were sent for, but it was fully two hours before a physician was procured and he administered an antidote and gave a prescription. The young man was driven home, but during the afternoon was so ill that his friends for quite a while feared he would die. He became better during the night, and yesterday was out of danger. His escape from death was indeed a narrow one.

TO CURE A COLD IN ONE DAY. Take LAXATIVE BROMO Quinine Tablets. Druggists refund money if it fails to cure. E. W. GROVE'S signature is on each box. 25c.—oct25.10

A Fire Alarm.

At 7.09 Saturday evening an alarm of fire was turned in from box 221, opposite T. J. Edens' store, Rawlins Cross. The Central and Eastern firemen responded, but their services were not required as it was only the soot in the chimney of Mr. M. Donnelly's residence, Rawlins Cross, which caused the commotion. It was quenched with a few buckets of water.

Their Pay Increased.

The delegate of the Labourer's Union, Mr. James McGrath, Saturday interviewed Messrs. J. S. Munn, of Bowring Bros., and W. C. Job, of Job Bros. & Co., and arranged with them for an advance of 2 cents per hour, working on the sealing steamers; men working at the salt bulk will thus receive \$1.40 per day, while those harrowing get \$1.60.

Special to Evening Telegram. CAPE RACE, To-Day. Wind N.N.W. blowing strong, weather fine. The schr. Clara passed in at 8 a.m. and steamer Southern Cross at 6 p.m. yesterday, followed by s.s. Harlaw at 5.30 a.m. to-day. Bar. 29.80, ther. 28.

Must Call a Halt To Pneumonia

Every cold must be taken seriously, and cured by Dr. Chase's Syrup of Linseed and Turpentine. While consumption is being taken care of and tuberculosis is being conquered who is going to fight pneumonia, which seems each year to claim more and more victims. While the doctors are experimenting with cures why not do all we can to prevent this dreadful ailment by taking every cold seriously and using Dr. Chase's Syrup of Linseed and Turpentine to allay the inflammation of the bronchial tubes, to aid expectoration and to keep the cough free and loose. This great medicine has a thorough and far-reaching action, which is not obtained from ordinary cough medicines, and this is why three bottles of it are sold for one of any similar treatment. Mrs. F. Dwyer, Chesterville, Ont., writes: "My little girl had bronchial pneumonia and we thought she was going to leave this world, as her case resisted the doctor's treatment. After the first two doses of Dr. Chase's Syrup of Linseed and Turpentine, the child began to get better and we are thankful to say is now well again after seven weeks' sickness." 25 cts. a bottle, at all dealers, or Edmanson, Bates & Co., Toronto.