

Mr. Coaker's Log.

(Continued)

March 22nd.—Bonaventure reports man dead—Henry Pridham, of Petty Harbor, having died from injuries sustained by falling through the after hatch on the night of the 20th, and died early this morning. The Bonaventure has no doctor. Our doctor went on board at noon to-day. The Bonaventure having come up to us, Bonaventure and Nascope in company all day. Did not steam much. At night seven ships in sight.

Men had divine service on board three times to-day, with much singing of hymns. Rosary also said by R. C. friends. Being Sunday the cooks had extra work to prepare the Sunday food for the crew. All expressed themselves as being well satisfied with the food on Mondays as well as Sundays. The cooks work night and day with sweat rolling off them. To cook the food now provided by law the cooks must keep constantly to work. Only once so far this voyage have the cooks done any other work. When all the men are on the ice and the cooks are willing to handle seals, one or two may be spared for an hour or two, but only once have I seen a cook handling seals.

True to Spirit

The captain is true to the spirit of the law in reference to cooks; he abstained from ordering them to handle seals, and what was done was the voluntary act of a subordinate cook with the consent of the chief. The sealers on the Nascope absolutely refused to consent to allow the cooks to handle seals. I hope this matter of taking the cooks from their proper duties to handle seals, is now about fixed. I don't think the men on any ship will in future be willing to have the cooking neglected in order to allow two or three cooks to handle seals. It will not be tolerated in future, and what will be lost by keeping the cooks at their own work will not amount to much.

Faithfully Performed

Captain Barbour has faithfully performed his part in carrying out the sealing regulations. The owners have done their part, for the food was placed on board of this ship. The chief cook has done his part nobly. The greatest responsibility rests upon the chief cook, for he can make things go right if he feels so inclined. The assistant cooks have all done their parts well. The steward has also done his part well.

It will be difficult to have all the crews treated alike, unless there is one man placed on each ship by law, whose duty it will be to see that the regulations are observed, and to make immediate complaint when there is any negligence and failing improvement immediately after a complaint is lodged with the captain, notice should at once be given of a suit, for breach of the regulations. After two or three years such an official could be dispensed with, as the men would by then recognize their full rights and what the regulations called for, and would see them enforced.

Twelve Men Astry

Beothic had 12 men astry on the ice until 11 p.m. When found they had prepared an ice house made from clumpers, and were enjoying a fire of seal carcasses and pelts. A larger number of the Beothic's crew who were astry boarded the Stephano earlier in the evening.

March 23rd.—Crew out at 2 a.m. pelting seals. Ice very tight and heavy about the tightest experienced since leaving St. John's. Our position is about thirty miles South East of Belle Isle. The Bellaventure and Bonaventure in company, while the Florizel and Pogota lay about 5 miles to the N. W. The Beothic and a large steamer supposed to be the Stephano lay about 10 miles East of us. Bay clear and no wind. Impossible to search for seals as ice too tight and heavy. So far as we can judge about 30,000 seals taken to date. All of these were taken between Belle Isle and Grois Island. Took about 500 seals to-day. Slight

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Weighted several seal pelts, averaged 60 lbs. Weighted one round white-coat, weight 85 lbs, found carcass 25 lbs, blood about 8 lbs.

March 25th.—Fine day. Nine steamers in sight all day. Passed Stephano and Bonaventure. Took about 1,000 during the day. Steamed to S. East and again to West. Must have covered 100 miles during the day in search of a new patch. Steamed most of the night. Report from the two fleets, front and gulf, received. Glad to find Gulf ships did so well.

Gramophone Concert. Had gramophone concert in ball room for crew between 8 and 9 p.m., which helped the leisure hour to pass pleasantly. Skipper James Harris, of Harbor Grace, elected mock king of the common sealers. His duty is to govern the crew and to enforce sealers sea laws. The king is aided by a judge, sheriff and two constables. Each offender is reported to the court by the king and the court hears all cases, and where necessary submits the case to a jury. The prisoner and king is represented by a lawyer. The two lawyers selected being Chief Engineer Ledingham and Dr. Bunting. The writer being selected for judge.

March 26.—Splendid day. Fine, warm and clear. Steamed into a small patch of seals about 8 a.m. The Beothic in company. Many of the seals dipping. A number able to handle themselves in the water very well. Ice open, in small pans. Very difficult to get about on ice. Beothic cut us off about noon and by so doing took quite a number of seals from our men. Spoke to several of Beothic's men. They hail for 22,000, with seven pans out. Reported with two blades of propeller broken. Beothic has been in the seals continuously from the start.

We took 2,500 seals to-day, and have about 17,000 on board. Had men on

the ice until after darkness set in. The day was the best in point of weather experienced since leaving port. The sun's rays warm as the day was calm throughout.

March 27th.—Came across few seals pelted by landmen, weight of pelts 20 lbs. Found a knife and piece of unraveled rope on pan, also an old harp seal. The ice must have cut Cape Bauld shore. We are now 60 miles N. N. E. of Funk Island. Weather thick which has caused young seals to take to the water. Very little will be done in capturing them, except we get fine sunny days.

Spoke Fogota. Took about 800 seals to-day. Spoke to Fogota at night fall. She reports for 2,000. Beothic, Eagle, Bonaventure in our vicinity. James Davis, of Westville, dislocated arm by a tumble over the pinnacle. Doctor soon set it, as the accident happened near the ship. The poor chap lost one half of dislocated arm some years ago caused by the explosion of a gun. Our position now about 50 miles N. E. of Funk Island. Passed a few of the Beothic's missing pans, which were subsequently picked up by the Beothic.

Fogota spent the night alongside of us. Some of her crew complained loudly about the grub supplied and non-compliance with the sealing law. They reported shortage in sugar, beans, potatoes. No fresh beef or brewse had been supplied as per regulations. One of the favored few on her swallowed all the whisky he could get on board of our ship, and begged all the tobacco obtainable. He has a long winded tongue and before reaching his own ship was privileged to "a ducking" in the briny icy waters. We wished them good luck and much success with the old later on.

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(To be continued)

OFFICIAL INVESTIGATION "NEWFOUNDLAND" DISASTER.

(Continued from page 5)

Our bunch then numbered ten or a dozen including Bungay and Jones. We reached the rafter all right and found it to be a fairly good place. By that time the weather was getting beautiful to what it was.

We stayed there for half an hour. I expect, when I allowed we could see two miles to the leeward.

I said "boys, there is no ship very handy to us whatever," and there was two more of our gang who were on the hand of dying. The weather commenced to get fine all at once. I got upon a pinnacle and looked to the windward and I saw the Bellaventure. I allowed her to be about two miles away. I said "boys, cheer up, we are all right." I said "We'll be aboard a steamer in less than any time, that man will see us and he will come to us."

Gave Orders to Stay

Now I said "Jones, you stay here and take charge of those dying men, and I'll take Collins, the smartest man on the pan, and go aboard the Adventure, as I had mistaken the Bellaventure to be the 'Ad.'" I thought sure the steamer was coming for us, and I went to get aboard of her and hurry her on to pick up those men before they would die.

I told Jones I would come as quickly as I could when I would get aboard the steamer. I went off towards her, and in doing so had to pass through all the rest of the gang. The first man I met was all dead men. I did not notice the number particularly but there might have been a dozen or more there.

I then reached the pan with the live men on it. I told them to cheer up that the steamer would be here in a half hour's time. I told them to put up a flag as quickly as they could on a rafter. I saw they were getting in low spirits, so I went to do it myself. I could not get a flag, but I got a pair of overalls belonging to some man and I put them up. When I put up the overalls I could easily see the ship from the rafter.

Cheered Them Up

I cheered up the chaps and told them to get upon the rafter as far as I know. It was very windy and the men were too far gone to get upon the rafter. I told the men to get upon the rafter if they could, with me. Five of them came up. We stayed upon the rafter for a little while, but the thought struck me that I would continue to board the Bellaventure. Col-lins was with me all the time.

We started from them to go aboard the Bellaventure. When I started I was told by some men who came on the pan just before I left that Moul-and, the master watch must be nearly aboard of her then. I did not stop for that. We went on for a quarter of a mile towards her, and the ice got so loose that we could not go about on it, so by looking in the directions of the steamer I could see Moul-and and his four men, and it looked to us that they were nearly up alongside of the steamer.

Determined To Go Back

I said that we would retreat back to the pan that the men were on—the one that I had just left, and do all that we can to cheer the men while the steamer is coming, which we did. It was then about an hour and half from sunset.

I stayed there watching the Bellaventure, and I told the men to try and get in a fire. The men used to ask me if she was coming and I would reply "yes." All at once she slewed around and went away from us, and it was pretty hard for me to tell the men that she was not coming. I did not tell them then, I waited until I see Moul-and retreating back.

I said "boys, Arthur is coming back, and I don't believe that she is coming for us." Up to this time I took the ship to be the Adventure.

I then looked around and caught sight of the Stephano. I said "boys, cheer up we are all right now, Capt. Kean, sees us and he is coming for us." I thought she was picking up a good lead to come to us. I watched her until she turned to go from us, and I had to break the news to the men that she was not coming.

The Stephano was about twice as far from us as the Bellaventure.

Nothing Cheering

I had nothing left to cheer the men with then. I considered and I looked away to the leeward and I saw the Newfoundland. I told the boys that the Newfoundland was about four miles to the leeward of us, and most likely she is jammed, and I said, "I want the smartest man that is on this pan to come with me."

A man from Dotting Cove and another man whom I do not know, followed me, and I said if the Newfoundland is jammed we will get on board some time to-night. I said, "If we can get handy enough to get before dark for the captain to spy us coming, we'll be all right."

I said for the men to stay and do

the best they could, and if I got aboard I will have assistance to you as soon as I can. With that I started.

On our way towards the steamer seven others fell in line. I walked on a smart step and sometimes I used to fall in the water, and we did not go far before one fellow gave out, and we just had to leave him where he was; his name was Eli Kean.

I left one fellow with him to look after him—Stanley Andrews. The man could not stand and he lay down. Just after I got a little way on I saw Andrews coming after me.

He caught up with me, and I asked him about Eli, and he told me that Eli told him that he could do no good for him, and that I had to go on, get aboard, and tell skipper George to send out a kettle of tea to him.

Saw Ship

Now it was after sunset. I allowed I was two miles from the Newfoundland, and she was after getting loose, and steaming in the direction nearly away from us. I then said it remains for us to fix away a place for us to die, I suppose.

Everyone, as far as I could learn, was waiting their end. We stayed on that pan for about two hours, and it was very uncomfortable, nearly enough to freeze one to death.

In the distance away off it looked as if there was a more comfortable place, and we started in the night for that place. We reached it all right, and we thought it was a nice comfortable place, but we found it was not so comfortable as where we left, as it was more exposed to the wind.

We stayed there for about two hours and we decided to go back to our old place again. We got back about an hour before the moon went down.

I tried to make in a fire, but my matches were all soaking wet, and we could not get any fire.

There was a steamer burnt down

not very far from us and I thought it was possible to light from the steamer to see, but I did not succeed. We then thought they would hear us aboard the steamer if we bawled, and we were hawling the whole night for the steamer to come after us, and we kicked it out till daylight.

I said before daylight came that we would go aboard of the nearest ship, but I said if our own ship is as near as any other ship, well that is the one for us to go to.

At daylight I was blind and could not see anything on a level. I told one of the men to get upon the pinnacle, and he told that our ship was as near as any of them. Then we started off for the Newfoundland.

Met By Men

When we got about three parts of the way aboard we were met by some of the men. The nine men who got aboard with me was Jones, Bungay, Arthur Moul-and, Elias Moul-and, Henry Squires, John Hiscock, Andrews and myself.

We were taken on board and given food and stimulants. We had just before killed a small seal, and commenced to eat it.

We lost an hour or more on account of the first man giving out.

I almost think we were in a mile of the ship when we stopped the first night, and I almost think if it were not for the first man getting sick we would have reached her that night.

Each of the master of watches should have had a compass. That was the first thing I inquired about when I got out of the ship. Several men in the gang apart from the master watches had compasses. I know them to have taken them out, and getting their course. I had no compass myself.

The ship provided four compasses for the master watches.

(To be continued)

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