

"Orange Lily Saved My Life"

These words, or expressions having the same meaning, are contained in hundreds of the letters I have received during the past year. Many were from women who had suffered agonies from falling of womb; others from women who had escaped dangerous surgical operations, as the tumors were removed by the action of Orange Lily; and others who had suffered from suppressed menstruation, leucorrhoea, painful periods, etc. For all these and the other troubles known in general as Women's Disorders, Orange Lily furnishes a positive, scientific, never-failing cure. It is applied direct to the suffering organs, and its operation is certain and beneficial. As a trial actually proves its merit, I hereby offer to send, absolutely free, a box worth \$50, sufficient for ten days' treatment to every suffering woman who will write for it. Enclose 3 stamps. Mrs. Lydia W. Ladd, Windsor, Ont.

Sold by Leading Druggists Everywhere.

Rise, Decline & Disappearance of Our Great Sailing Sealing Fleet.

E. F. SHORTIS.

"Yon iceberg's wake has formed a lake,
That lies our course along;
To warp her through, her daring crew
Round bows and bulwarks throng."

"I'll go to the ice and catch the seals
And all the crew will join me,
And when I return I'll draw a bill
For the girl I left behind me.
Our captain he's a jolly fine man
And on the bows you'll find him—
He'll bring the poor sealer home again
To the girl he left behind him."

—Old Songs.

There are many men living in St. John's to-day (and they are not what may be called very old men), who remember the time that in St. John's, as well as the outports, the two great industries of the seal and con fisheries were the governing principles of our commercial and social existence. Until comparatively recent years, the first of March, the day of the departure of the sealing fleet, was looked forward to by the citizens of St. John's with something like the same sort of anxious expectation which characterizes the loyal citizens of the American Republic on the near approach of the Fourth of July. All classes of citizens vied with each other to be the first upon the scene to witness the departure and bid bon voyage to our hardy and fearless fellow-countrymen as they joyously went forth to their adventurous and perilous undertaking. In those days the first of March was the Sealers' Day—old and young alike entered into the spirit of it, and the inducement would be great indeed that could seduce the small boy from the foreshore to enter the enclosure of the school-room. For that day, at least, the master or his rod had no terrors for the school boy. His mind was fully made up to see the "sealers" off, and see them he invariably did.

NAMES TO CONJURE WITH.

In those days the man who was the swiftest on the ice, and could draw the greatest number of seals in a "tow," was looked up to and respected. Time was, and no further back than five decades ago, when it was deemed of more honor in St. John's to be saluted and spoken to by Captains Terence Halleran, William Ryan, John Pumphrey, Peter Cummins, William Whelan, William Roberts, William Kneeb, Edward White, Pierce Feehan, Alexander Graham, Thomas Duff, William Jackman, John Barron and Richard Pike, than by the highest social and political magnates in the island. The men of those days entered into the spirit of the times in which they lived. They fully appreciated what the seal fishery meant to the country. They knew the hardships and dangers contingent upon its prosecution, and they looked up to the captains and leaders of their adventurous calling with a feeling almost akin to reverence. They were honored by the people who worked under their directions, who fully understood their daring and capability, and as a reflex of this popular acknowledgment, they were honored and respected by the highest in the land. I cannot too often repeat that I am proud of the deeds of my countrymen in the days gone by. Their adventures, both by sea and land, will one day be told by the historian. Although hidden for years, ay, for centuries, the deeds of a noble people are bound sooner

or later, and through unexpected sources, to come to the surface, when the torch-light of historical analysis will be flashed upon them, and they will be assigned to that place to which they legitimately belong in the glorious sacrifices their owners have willingly made to build up the Empire of which we are all so proud to call ourselves sons.

NOT EQUAL TO NEWFOUNDLANDERS.

We read much in history of the daring and prowess of the hardy Norsemen. From time immemorial they have been handed down to us as examples worthy of emulation. I, for one, feel very much inclined to question their sole title to hardihood and courage. To the careful student of history, it is sometimes apparent that the virtues of a people are often magnified, whilst their faults are almost entirely overlooked. While not attributing any fault at all to the Norsemen, I lean strongly to the opinion that the accounts of their prowess and daring have been somewhat overdone. While freely admitting that they were a hardy and adventurous race, we must bear in mind that for centuries the halo of antiquity has been surrounding them, and they have been accepted without question as typifying all that goes for greatness and courage. They were a hardy and fearless race of men. The spirit of the pioneer was strongly developed in their nature, but I make bold to say that in their most sublime acts of adventure and daring, they fell short of the Newfoundland sealer. In contrasting the bravery of the two peoples, we must not lose sight of the fact that the most trivial act of the Norsemen and Vikings has been carefully treasured—has been told time and again—and its handing their achievements down through the centuries, the historians have canonized them in the minds of posterity. Unfortunately Newfoundland has the drawback of no one to relate the achievements and acts of heroism and courage which are performed by her sons, and which are unrecorded and unknown, but which, I trust, will be one day brought to light, and then, and only then, shall the true Newfoundland be known and understood by the peoples of the earth.

EARLY PROSECUTION OF SEAL-FISHERY.

It will be seen from the following report that the seal fishery was prosecuted by our people to a very great extent, in the 18th century. An extract from the Report of the Trade in Newfoundland before a Royal Commission held in England in 1793, gives the number of seal skins:

From 1st October, 1786, to 1st October, 1787 41,041 Skins.
From 1st October, 1787, to 1st October,

1788 37,430 Skins.
From 1st October, 1788, to 1st October, 1789 25,648 Skins.
From 1st October, 1789, to 1st October, 1790 31,910 Skins.
From 1st October, 1790, to 1st October, 1791 23,664 Skins.
averaging 32,995 for five years.

When we come down to the 19th century, we find the Seal Fishery in the zenith of its glory. In the year 1829, 558,943 seals were killed and brought in. In the year 1831 there were 686,836; the year 1840 there were 631,375, and the year 1883 there were 507,624. Of course it may be said, and rightly so, that these were exceptional years, but if we take what may be looked upon as an average, and with which I am fortunately provided with full particulars, it must set us thinking that there must be something wrong, and that the seals are not so plentiful as they were in the days of our great sailing fleet. The following, I think, is a correct account of the number of seals landed and manufactured at the several ports of the Island for the Spring of 1889: At St. John's, by 98 outport vessels, 150,876; at St. John's, by 78 St. John's vessels, 91,749; at Harbor Grace, 46,887; Carbonear, 41,013; Trinity, 33,000; Greenspond, 11,500; Briggs, 9,200; Spaniard's Bay, 6,200; King's Cove, 5,580; Catalina, 5,580; Bay Roberts, 5,200; Port-de-Grave, 4,200; Fogo and Twillingate, 5,700, making a total of 416,341. In addition to this amount there were 1,155 seals taken at Fogo and 1,346 at Twillingate by the landmen. As I understand it they usually calculated that 90 seals would produce one tun of oil. If so, that would give 5,245 tuns, imperial, but I presume this was a somewhat rough calculation and would not pass in these days.

AT ITS ZENITH.

In the fifties and sixties of the past century the seal fishery may well be said to be in the zenith of its glory, as to the quality and durability of the vessels, as well as the fame and success of the masters. For the past forty years, I have done my very best to preserve the names and records of those heroes of our country who have done so much to help our nation to her present prosperous condition. In almost every magazine and newspaper published in St. John's, I have kept hammering away in my endeavors to rescue from oblivion the heroism, enterprise, adventures, etc., of our early fellow-countrymen, and it is needless for me to repeat lists of the vessels and masters who sailed from St. John's, Harbor Grace, Briggs, Carbonear, Bay Roberts and other ports; and I was well aware in so doing, that if I were to put it off for any length of time, no records would be found for any person to do so in the future. And I was correct in my surmise, because it is utterly impossible to obtain any real information from documents nowadays, as none are to be had, at least in the outports, previous to the sixties of the past century. My poor efforts have strayed away—poor little waifs—scattered here and there amongst strangers in a foreign land, whereas, could they be once more induced to come back to the land of their birth, sufficient information could be derived from them for some competent historian to give us several volumes of as interesting tales of heroism, pluck, perseverance and endurance as ever graced the pages of the history of any country in the world. Unfortunately all my copies went up in the great fire of 1892.

THE HEART'S CONTENT FLEET.

But in all our writings about the seal fishery very few of us made any extended reference to the prominent part which the famous Vikings of the Cable Town, Heart's Content, took in this great industry of our country; and I cannot permit this opportunity to pass without giving the names of the vessels and captains who owned, fitted out and sailed those ships in the long, long ago. Those hardy, fearless and industrious mariners were among the most successful of our sailing fleet to the seal fishery, and possessed vessels fully equal to any sailing out of the Island. About fifty-eight years ago there sailed from Heart's Content the following vessels: Faith, Charles and Two Brothers, supplied by John Hopkins, the Commodore of the fleet; Adam Rockwood & Bros. had the Packet and Hope; Elias Warren, the Belmont and Amico; Jonathan Hopkins, the Kinglock and Leader; Richard Hopkins, the Mary Ann and Apollo; Mark Rockwood, the Water Lily; James Rockwood, the Dash; Alfred Hopkins, the Gazelle and True Blue; Martin and William Rowe, the Sandy and Sweet Home; Joseph Hopkins, the Ann Thomas, and Gleaner; Richard Unkley, the Swan, commanded by Edward Crocker, who said when sailing he would make one shilling and he made only 11/4d. Moses Moore had the Superior and Robert Arthur (I wonder was this ship the same as the one commanded by the famous seal-killer and planter Capt. Nathaniel Davis, of Harbor Grace. If so she was a lucky old vessel, and I remember her very distinctly). Moses Moore was also one of the best ship-builders in the country. Such vessels as the Naomi, owned and commanded by the successful Capt. Stephen Parsons, of Bay Roberts, and many others were built by him. Mr. Wil-

Ham Rome was another of the famous ship-builders of Heart's Content, and it was said by master mariners when viewing one of his ships on the stocks, that "nothing but the cliff would smash her up." One of the finest local built vessels was put out of hands by him for the great firm of William and Henry Thomas, of St. John's. She was taken to England by Capt. Wm. Palfrey, who supervised her building (and broke one of his legs before the cabin and joiner work was completed) and received a first class certificate. Her tonnage was over 200 gross, and she was used in the Newfoundland trade for many years. On a passage to England and back she made one of the quickest trips on record.

THEIR Waning GLORY.

And now we are drawing to the end of our long and eventful story—to the days when the small and insignificant fleet of sailing vessels made their last gallant stand against the almost all-powerful advance of steam. Slowly, but surely, did our numerous fleet decrease in numbers—some gave way to the ravages of time, others were totally wrecked on Labrador, others were lost in the foreign trade and still others were sold out of the country. They had played their part—played it well, but their day was at an end. Steam, as foretold by the old Vikings (in my own hearing in 1867) was triumphant. They now sleep at rest in the old churchyards, but their memory will live green forever in the hearts of all true Newfoundlanders:

"The boast of heraldry, the pomp of power,
And all that beauty, all that wealth
Await alike the inevitable hour
The paths of glory lead but to the grave."
(To be continued.)

Dad! Your Hair Is Falling Fast.

"DANDERINE" WILL CHECK THAT UGLY DANDRUFF AND STOP HAIR COMING OUT.



To stop falling hair at once and rid the scalp of every particle of dandruff, get a small bottle of delightful "Danderine" any drug or toilet counter for a few cents, pour a little in your hand and rub it into the scalp. After several applications the hair usually stops coming out and you can't find any dandruff. Soon every hair on your scalp shows new life, vigor, brightness, thickness and more color.

Fashions and Fads.

The revival of lace is very marked. Apron panels still appear. The tunic is very much in favor. Coats are long and slightly belted. Ruffles and platings are popular. Some evening gowns are square-necked. Killing is most effective in plaid materials. Traveling coats run to stripes and checks. A new fabric for Spring is wool-backed satin.

When You Get up "hired as a dog" and sleep is full of ugly dreams you need

BEECHAM'S PILLS

Fatigue is the result of poisons produced by exercise or failure to digest food properly, and eliminate it promptly with the aid of liver and kidneys.



Worth a Guinea a Box



All Kinds of SEA FOOD FOR THE LENTEN SEASON

FROZEN CAPLIN.
FROZEN CODFISH.
FROZEN TURBOT.
BLOATERS.

Tinned Lobster, Salmon, Codfish, Cod Tongues, Baby Herring (nothing nicer), Sardines, Sardine Sandwich, Chicken Haddies.

AYRE & SONS, Limited,
'Phone 11. Grocery Dept. 'Phone 11.

Smallwood's Big Sale

STIRRING NEWS

100 Pairs MEN'S FINE GUN METAL BLUCHER BOOTS, all sizes. Price only \$8.00 pair. These Boots are easily worth \$10.00 per pair to-day.
500 Pairs LADIES' BLACK BUTTONED & LACED BOOTS, all sizes. Price only \$4.25 per pair.
BOYS' BOOTS, sizes 9 to 13, only \$3.00
BOYS' BOOTS, sizes 1 to 5, only \$3.50

You can't beat these prices, try where you will.

SPOT CASH ONLY.

MAIL ORDERS RECEIVE PROMPT ATTENTION.

F. Smallwood,

The Home of Good Shoes, 218 & 220 Water Street.

Published by Authority.

His Excellency the Governor in Council has been pleased to appoint: Hon. M. G. Winter, C.B.E., Hon. Phillip Templeman, Hon. George Shea, Speaker of the House of Assembly, Hon. R. A. Squires, K.C., Hon. H. J. Brownrigg, Hon. W. W. Halliyard, R. Hibbs, Esq., to be Governors of the Newfoundland Government Savings Bank, under the provisions of Section 3, Cap 22, Consolidated Statutes, (Second Series.)

Stopped His Chatter.

The young man had seen the play before. He let everybody for four seats around him know that; he kept telling just what was coming, and how funny it would be when it did come. At length he said: "Did you ever try listening to a play with your eyes shut? You've no idea how queer it seems." A middle-aged man with a red face sat just in front. He twisted himself about in his seat and gazed at the young man. "Sit," said he, "did you ever try listening to a play with your mouth shut?" The silence that followed was painful.

Youthful evening frocks feature the transparent hem. The beltless semi-fitted bodice is returning to favor.

Why It Was Pathetic.

A literary critic called one day a friend who was trying to establish a reputation as a novelist. "Read that!" said the novelist, thrusting a manuscript into his guest's hands. "It's my latest short story, and I want you to tell me what you think of it." A few moments later he was surprised to see his visitor wiping tears from his eyes. "My dear chap, this is the most pathetic thing you have ever done!" "What!" gasped the author. He looked at the manuscript. "Oh, I see; my mistake! That's my letter to the Income-tax Commissioners asking for a rebate."

Stafford's Liniment for Neuralgia, Lumbago, Rheumatism and all kinds of Aches and Pains. Price 25c. bot. For sale everywhere.—Feb. 17

And the Worst is Yet to Come



Indigestion!

"Pape's Diapepsin" is the quickest, surest relief for a Sour, Acid, Gassy Stomach—Distress vanishes!

Stomach acidity causes indigestion. Food souring, gas, distress! Wonder what upset your stomach? Well, don't bother! The moment you eat a tablet or two of Pape's Diapepsin all the lumps of indigestion pain, the sourness, heartburn and belching of gases, due to acidity, vanish—truly wonderful!

Millions of people know that it is needless to be bothered with indigestion, dyspepsia or a disordered stomach. A few tablets of Pape's Diapepsin neutralize acidity and give relief at once—no waiting! Buy a box of Pape's Diapepsin now! Don't stay miserable! Try to regulate your stomach so you can eat favorite foods without causing distress. The cost is so little. The benefits so great. You, too, will be a Diapepsin enthusiast afterwards.