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"IMPERIAL"?

It's a good smoke. Try it.

Imperial Tobacco Co.

Leaves from a Diary and Some Recollections.

(H. F. SHORTIS.)

In the year 1856 there were 92 vessels cleared from Brigus, and in 1855 the number was reduced to 52. The same may be said with regard to every other port in the island. The Brigus fleet of the latter year (1855) consisted of the Atlanta, Munden, Henrietta, Grieve, Bartlett, Herald, Clarke, Hound, Clarke, Sultana, Clarke; Bellow, LeDrew; Hunter, Rabbitts; True Friend, Antle; Gladiator, Wilcox; Brilliant Star, Smith; Meteor, Flag, Moore; Selma, Bartlett; Centaur, Moore; Selma Ann, Rabbitts; Spy, Clarke; Mercury, Burke; Matilda, Doelling; Abena, Spracklin; Goorka, Clarke; Topaz, Norman; Margaret Grant, Wilcox; Pearl, Wilcox; Alert, Whelan; John Bull, Byrne; Atlas, Wilcox; Garland, Smith; Havelock, St. John; Tangier, Dore; Three Sisters, Norman; Melona, LeDrew; Sterling Slipper, Woodford; Eastern Packet, Kehoe; William, Whelan; Orion, Dawe; Bradlyana, Walsh. Total 31 vessels, 4,277 tons, 1932 men.

In the year 1856 there were some good trips brought in by sailing vessels, notably the Margaret Grant, Wilcox, 2,500; Henrietta Grieve, Bartlett, 10,000; Barbara, Kean, 4,600; John Bull, Byrne, 3,000; Speed, C. Morris, 1,200; Balclutha, 1,200; R.S.C., Delaney, 1,100; Susan Smith, 1,000; Tangier Moore, 2,500; Oriental, Crocker, 1,530; Success, Kean, 1,500; Eclyptic, Delaney, 1,500—all to Balne Johnston & Co.

Job Bros & Co.—Advance, Walsh, 4,800; Mercury, Clarke, 3,000; Kate Cummins, Cummins, 2,600; Gladiator, Wilcox, 1,200; Sultana, Clarke, 1,200; Goorka, Clarke, 1,100; Centaur, Clarke, 1,500; Topaz, Norman, 1,200; W. Grieve & Co.—Trinity, Dawe, 2,500; Garland, Smith, 3,000; Mary, Brenner, 2,000; Gleaner, Hopkins, 2,000; Huntsman, Dawe, 2,500; Gem, 1,600; Kate, Knight, 1,300.

K. McLean & Sons—William, Whelan, 4,700; Abena, Spracklin, 1,900; Matilda, Doelling, 1,000; Eastern Packet, Kehoe, 2,000; Nightingale, Martin, 1,600.

Melville & Kerr—Brothers, Mosdell, 5,000; William, Whelan, 5,200; Louisa, Bartlett, 2,000; Naomi, Parsons, 2,200; Roy, Burke, 2,000; Orion, Dawe, 1,500.

Stabb Rowe & Co.—Prima Donna, Burke, 1,800; Leader, Gearia, 1,600.

W. Housell & Co.—Hunter, Rabbitts, 1,800; Herald, Bartlett, 2,200.

CHI Wood & Co.—Shannon, Winsor, 1,200.

Bowling Bros.—Mary Jane, Mercer, 1,100; Greyhound, 1,000; Lady Seymour, 1,000; Sarah Ann, Jackman, 2,500; Kitty Clyde, Snelgrove, 1,200.

J. & W. Stewart—Billow, LeDrew, 1,000; Elsie, 1,200; Brilliant Star, Smith, 1,700; Jane White, Dawe, 2,300; Bentfrew, Delaney, 2,300; Antelope, Delaney, 2,200; Hebe, 2,300; Oban, Winsor, 1,900; St. Patrick, 1,600.

Brooking & Co.—Alert, Moore, 2,100; Ariel, Ash, 1,500; Ice King, Kneel, 1,000.

P. Rogerson & Son.—Elizabeth, Pansy, 1,700; Alan Goodridge, Avalon, 1,000.

Edwin Duder—Elizabeth, 2,000.

THE PASSING OF THE REAL SCALE.

Now, we will take up 1871. Of course, I am not giving the names of all the vessels and the number of seals. I wish to show how the fleet was being gradually depleted. This is to be regretted, because the seal-fishery, above all others, was an industry which sprung from the people themselves. In the very early days they chased the seals along our coast in punts. Then came the

gallopers, and so it went on until the steamers held undisputed sway, and gradually they increased in size and power, until it culminated in the Stephanos, the Leviathan of the fleet. With the passing away of our sailing fleet, so passed away that spirit of friendly rivalry, one man trying to outdo the other. In most instances, a man getting a berth on a steamer was not recognized for his ability, hardihood or agility, but was shipped on the recommendation of some influential landsman, or one to whom the man was in debt. In the old days the sealing crews knew their own worth, and so did the old skippers. The fully qualified industrious sealer seldom had occasion to ask for a berth, and scores of times about Twelfth Day, I have heard the famous masters ask men on the street if they would go with them the coming Spring. The skippers recognized the fact that those men were invaluable as no dangers could daunt them, and their hardihood and agility was an inducement for others to follow their example. Such men were first over the side when they struck the seals, first on the pan, first to kill and skulp, first on the weather yard arm, when the storm was raging at its height—reliable at the helm, and were always every man in case of emergency. The captain always felt safe in his mind when he had such men to lead his crew. The man who could take the most seals in one tow, such as Jack Shano or Stuttering Paddy McCarthy were as well known in our sphere as is Marshal Foch or Field Marshal Haig is to-day to the world at large.

THE SPRING OF '71.

Now for a few of the trips of 1871. J. & W. Stewart—Hebe, 4,700; Jane Ainlie, 2,200; Ariel, 1,600; Oban, 2,200.

W. Grieve & Co.—Garland, 4,500; Rolling Wave, 5,000 (a fine brig, owned by C. & A. Dawe); Gem, 2,800; William, 2,200.

Baine Johnston—Hannah and Benella, 5,500; R.S.C., 4,500; Hope, 4,100; Susan, 2,500; Eclyptic, 2,000; Eose, 1,700; Pearl, 1,300; Bachuda, 1,300; Dawn, 1,200; Sherbrook, 1,000.

J. Bond—Thomas Ridley (built by Kearney), 5,000; Hunter, 1,400; Jane, 1,400.

P. Rogerson—Kitty Clyde, 1,700; Glenora, 1,700.

Stabb Rowe & Co.—Sarah Grace, 3,500.

Bowling Bros.—Micmac, 3,900; Water Witch, 1,800; Cessie, 1,300.

L. O'Brien—Guide, 2,800.

CHI Wood & Co.—Brothers, 2,300.

A. Goodridge—Sterling Clipper, 1,600.

Goodfellow & Co.—Albert Edward, 1,500.

Sealing Co.—Isabella, 1,300.

E. Smith—Annie Laurie, 1,300.

Job Bros & Co.—Sultana, 2,600; Maxim, 1,800.

WEALTH OF THE ICEFLOES.

In 1872 there were some large trips brought in by the fast diminishing sailing fleet, notably, the Oban, 3,200; Barbara, 3,250; to Baine Johnston & Co. The Ariel, 3,700 to J. & W. Stewart. The Garland, 2,400 to W. Grieve & Co.

In 1873 there were larger trips brought in than in the previous year. I shall give a few. The Clara Maria, 3,590 to W. Grieve & Co.; Gem, 2,200 to W. Grieve & Co.; Baine Johnston & Co.; Sherbrook (Wilcox), 2,525; Hannah & Benella (Kean), 6,047; Peerless (Kean), 3,147; Barbara (Kean), 4,373; Susan (Smith of Cupids), 3,969.

J. & W. Stewart—Oban (Winsor), 2,200.

The Week's Calendar.

JANUARY—1st Month—31 Days.

31.—MONDAY. Moon in last quarter. S.S. Great Eastern launched 1855. Rev. C. H. Spurgeon died, 1892. Italian counter attack on Val Bella, 1918.

FEBRUARY—2nd Month—28 Days.

1.—TUESDAY. First Presidential Election in United States, 1789. Brigantine Avalon lost, under South Head (Narrows); 5 men drowned, 1848.

2.—WEDNESDAY. Purification B.V. M. Candlemas Day. "Supplies" parade, 1858. Smith O'Brien, Irish Patriot, passenger on steamer arriving at St. John's, short of cost, 1859. Funeral of Queen Victoria through London, 1901.

3.—THURSDAY. St. Blaise, Governor Hill addressed House of Assembly in favor of Confederation, 1870.

4.—FRIDAY. Chinese fleet destroyed by Japanese squadron at Wei-Hai-Wei, 1895. Queen Victoria buried at Frogmore, 1901.

5.—SATURDAY. St. Agatha. Order of St. Patrick instituted, 1783. Thomas Carlyle, died, 1881. Battleship Dreadnought trial cruise, 1907.

6.—SUNDAY. Y. Quinquagesima. Shrove Sunday. Sir Henry Irving, born, 1838.

Biliousness

Means too much bile left in the blood by a deranged liver. Dr. Chas. K. & L. Pills set the liver right and biliousness and headaches disappear. One pill a dose. 25c. a box, all dealers.

Dr. Chas. K. & L. Pills
GERALD S. DOW, E.
Water Street, St. John's,
Distributing Agent.



LITTLE BY LITTLE.

Little by little we build our lives. Here the touch of a care survives, there is the hint of a bit of song; Here we blundered and spoiled the plan, there we proved that our work was good. For spite of the grief and the tears which ran, our faith was true and the temple stood.

Faith is the roof which shelters all, and hope the glass where the sun comes through. Love is the mortar which holds the wall, and joy the promise of all we do.

A touch of beauty the structure needs, for desolate would our labor be. Without the roses of kindly deeds for the weary passer-by to see.

Little by little our lives we build. First the foundation of youth appears. Then with joys are the corners filled, then come dangers and griefs and tears.

Care besets us and days of woe seem to baffle and blind us all. But, however the storms of life may blow, the roof of our faith must never fall.

Brave the sorrows and bear the pain, build in beauty and strength and truth. Never a good deed's done in vain! Age still treasures the joys of youth.

The storms pass by and the cares depart, but always something of worth survives. To live life well is the truest art, as little by little we build our lives.

Brick's Tasteless is the best preparation known for children who are delicate. Taken in half to one teaspoonful doses it works marvellous results. Try a bottle and convince yourself.—Jan27,tf

LUCKY TOT.—Little Christine Marie Soper of Lewiston, Me., is a lucky tot, though she isn't old enough to appreciate it. She has three great-grandmothers, three great-grandfathers, two grandmothers, one grandfather, seven great-aunts, eight great-uncles, three great-great-aunts three aunts, three uncles, two cousins and twenty-seven second cousins.

Cuticura Soap
Complexions
Are Healthy

Soap, Ointment, Tablets, etc., each sold everywhere. Cut. Depot: Lyman, Tarrant, St. Paul St., Montreal.

The TEST of TIME

Proves without a doubt, the sterling qualities of

"COLUMBUS" Rubber Footwear

The 'Columbus' Company have built into their Rubber Footwear such merit, such character and such real value as they felt would merit the lasting patronage of the public.

The measure of their success is evidenced by the fact that, following this principle, they are constantly making additions to their factories in order to supply the increasing demands of their products.

"Columbus" Rubbers are guaranteed to give complete satisfaction to the wearer and are sold by all up-to-date dealers.

The Cleveland Rubber Co.,
166 Water Street—St. John's

The Flour in which
Quality
is considered before
Price—
"Windsor Patent"

Burgess to Build Boston Contender.

Boston will make a bid next fall for the international fishing schooner championship. A vessel to be named

the Mayflower will be built, financed and manned by Bostonians under plans now well advanced.

The designs will be by W. Starling Burgess, son of Edward Burgess, who originated the Resen type of Gloucester fishing schooner.

The Mayflower will sail on her first trip to the cod banks in April, according to present plans.

For your health's sake we offer Nature's answer to constipation, "LES FRUITS."

—By Bud Fisher

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JEFF THINKS MUTT HASN'T CHANGED A BIT.



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1,000 yards
Opaque Window
Green shades;
widths. Reg-
the yard...
CHILDREN'S
mense assort-
roll edges; al-
would want.
regular price.
BLACK MEN'S
slips, a depa-
slips you have
fast black.
COTTON SHEET
the pound,
making pillow
of any size,
ments from 11
STAIR OIL CLO-
borders, whi-
prising wear,
18 inch. Spe-
15 inch. Spe-

IT'S W

BLA
COTTON BLA
topped border,
striped border,
\$4.00 pair. Sa-



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HIGH

including
and low bust
4 and 6 stu
Sale Price...

BOYS' TWO-TO
Very neat Jers-
ry with White
Light Blue col-
sizes 15, 20
Regular \$2.20
Price...

BOYS' TWEED-
In assorted pat-
8 years; others
Regular to
Sale Price...

BOYS' COORDI-
heavy quality,
wear; also
knicker style,
and \$2.75 pair.
Price...