

Leaves from a Diary and Some Recollections!

(H. F. SHORTIS.)

The sealfishery for 1861 was fairly successful, and several of our vessels had full loads, but, it was comparatively a small catch to that of 1831 and several other years. In the year 1831 there were landed at St. John's 216,377; Carbonear 117,559; Harbor Grace 71,200; Brigus 79,886; Greenspond 12,702; Trinity 18,071; Twillingate and Fogo 13,000; Bay

	1857	1858	1859
St. John's	379,553	331,686	277,303
Conception Bay	1,105,000	36,000	39,000
Trinity Bay	26,200	12,000	5,000
Carbonear	7,000	9,900	6,000
Fogo, Twillingate and Green Bay	9,000	6,500	6,000
Other ports	4,000	3,000	3,000
Total	530,753	398,186	396,303

The Spring of 1839 the fishery was also very good. Fortunately we have the result from a most authentic source placed on record, giving the amounts of seals landed at the principal ports in the island. It is needless to say that there were always more or less seals captured by landmen which would not appear in the official report. The following is the list for 1839—

St. John's—76 vessels . . . 150,576
St. John's—88 Outport Vessels . . . 91,749
Harbor Grace . . . 46,857
Carbonear . . . 41,019
Trinity . . . 33,000
Greenspond . . . 11,500
Brigus . . . 9,200
Spaniard's Bay . . . 6,200
King's Cove . . . 5,580
Catalina . . . 5,560
Bay Roberts . . . 5,200
Port de Grave . . . 4,200
Fogo . . . 2,000
Total . . . 412,641

Which produced 515,8 tons of Oil Imperial at the usual calculation of 80 seals to a ton valued at £30 per ton amounted to £154,740.

THE '61 FLEET.

K. McLea & Sons — Nightingale, Mullowney, 7,482; Seafower, Penney, 3,200; Rosette, Carter, 3,500; Abconia, Spracklin, 5,200.
Baine Johnston & Co.—Pearl, Wilcox, 7,400; Falcon, Spurrell, 4,000; Barbara (barque), Kean, 7,200; Emerald, Decks, 7,200; Roscoe, Crocker, 3,800; Eliza, Winsor, 4,500; Noel, Martin, 2,800; Guller, Duff, 2,000; Mary Jane, Winsor, 2,100; Antelope, Dwyer, 2,200.
Stabb Rowe & Co.—Livingston, Halleran, 5,800; Leader, Gearan, 2,300; Gleaner, Pomeroy, 2,300.
McBride & Kerr—Spy, Burke (Brigus), 5,400; Meteor, Haines, 7,100; Brick, Daws (Bay Roberts), 7,100; Triumph, Feehan, 5,600; Huntsman, Daws (Bay Roberts), 7,200; Hound,

After Every Meal
WRIGLEY'S
Sealed Tight Kept Right



WRIGLEY'S JUICY FRUIT CHEWING GUM
THE FLAVOR LASTS
WRIGLEY'S DOUBLE MINT CHEWING GUM
THE FLAVOR LASTS

Still 5c

WRIGLEY'S has steadily kept to the pre-war price. And to the same high standard of quality.

No other goody lasts so long—costs so little or does so much for you.

Handy to carry—beneficial in effect—full of flavor—a solace and comfort for young and old.

THE FLAVOR LASTS

B-22

Trade supplied by MEEHAN & COMPANY, St. John's, Nfld.

List of vessels fitted out at Harbor Grace in the year 1861.

Supplied by Fenton and Munro—Caroline, Avery, 139 tons, 64 men; Islay, O'Brien, 143 tons, 56 men; Tona, Hanrahan, 151 tons, 56 men; Dash, Smart, 156 tons, 60 men; Curlew, O'Neill, 169 tons, 60 men; Gem, Thos. Green, 168 tons, 60 men; Jura, Snelgrove, 127 tons, 58 men; Elfrida, Pike, 128 tons, 45 men; Eclipsa, Stiles, 146 tons, 55 men; Union, Jas. Parsons, 105 tons, 50 men; Thrasher, Patrick Strapp, 141 tons, 55 men; United Brothers, Fitzgerald, 126 tons, 45 men; Maria, J. L. O'Keefe, 131 tons, 42 men; Elizabeth Margaret, Power, 108 tons, 50 men; Emily, Hennessey, 112 tons, 42 men; Mary, Newell, 107 tons, 50 men; Penguin, Parsons, 106 tons, 42 men; Shannon, Bray, 102 tons, 35 men; Jane and Mary, Parsons, 101 tons, 40 men; Estelle, Hennebury, 176 tons, 60 men; True Friend, Antle, 109 tons, 45 men; Glencoe, G. Taylor (Carbonear), 133 tons, 55 men; Superb, Sol Taylor (Carbonear), 109 tons, 48 men; Bride, Robt. Taylor (Carbonear), 134 tons, 50 men.

Supplied by Ridley & Sons—Jane, Scully, 131 tons, 49 men; Isabella, Ridley, Thomey, 154 tons, 65 men; Linda, Benson, 121 tons, 46 men; Elizabeth and William, Stevenson, 134 tons, 44 men; Union, Geo. Pike, 135 tons, 50 men; Wave, Pike, 110 tons, 50 men; William, Costello, 93 tons, 50 men; Rusina, M. Aleock, 125 tons, 56 men; Glide, John Pumphrey, 128 tons, 50 men; Argo, M. Fitzgerald, 114 tons, 48 men; Avalon, Cleary, 134 tons, 55 men; Elizabeth Jane, John Ryan, 131 tons, 50 men; Lord Clyde, Pumphrey, 134 tons, 55 men; Alabama, Heater, 104 tons, 45 men; Prince Edward, H. Hamilton, 140 tons, 50 men; Terra Nova, Pike, 120 tons, 52 men; Medora, Jas. Murphy, 139 tons, 60 men; Adamant, John Murphy, 128 tons, 50 men; True Blue, Hopkins (Heart's Content), 152 tons, 50 men; Mary, Hopkins (Heart's Content), 77 tons, 50 men; Melrose, Pike (Carbonear), 152 tons, 50 men; Robert Arthur, Nath Davis, 129 tons, 40 men.

Supplied by W. Donnelly—Chanticleer, M. Stapleton, 137 tons, 50 men; Tleino, Farrell, 130 tons, 48 men; Hecla, Davis, 130 tons, 46 men; Roe, Thompson, 106 tons, 41 men.

Supplied by Rutherford Bros.—Commissary, Noel, 143 tons, 60 men; St. J. G. LeMarchant, Vise, 115 tons, 50 men; Brothers, Noel, 101 tons, 45 men.

Supplied by Mark Parsons—Christiana, Davis, 142 tons, 45 men.

Supplied by D. Green—Laurel, Green, 154 tons, 63 men.

SUCCESSFUL IN ALL CALLINGS.

The last name on the above list was one which held a foremost place in this country. Captain Daniel Green took command of his father's vessel, the "Swordfish," when very young, and was most successful; and success at the sealfishery followed him throughout his career. There was only one year that he had a small catch, and that was owing to the report being circulated that his brother had lost his vessel in White Bay. Captain Dan left the seals where he could have loaded his vessel and hurried to the assistance of his brother, and when he arrived off White Bay, he found that the report was incorrect, and that his brother needed no assistance. Captain Dan had only about 1,800 old and young that year. After the "Swordfish," he purchased the splendid brig, "Laurel," and year after year he brought her in full to the hatches. He was also a most enterprising and successful merchant, and he was always known as the friend of the poor. He always sold his provisions, coal, etc., cheaper than any other merchant, and the other business men tried their very best to drive him out of business. I distinctly remember one year the coal dealers were selling the very best North Sydney coal at \$4 per ton. Captain Dan sent off his vessel to Sydney and when she returned he sold the cargo at \$3.50 per ton from the vessels side—sent home. Everything he touched in the way of business prospered with him. He had some of the best vessels in the country during his career, notably, "Swordfish," "Laurel," "Susan," "Annie Laurie" and some others. It is needless to say that not alone was he second to none in business, but as a sealingmaster he was probably the most successful, as well as the best educated man amongst them. Like Barron, Whelan, Mundena, Wilcox, Silvey, Spracklin, Lynch, Stanton, Hallerans, Jackmans, Keans, Thomey, Bartlett, Feehan, etc., he was in a class all by themselves, and well did Captain Dan maintain his position at the head of them.

THE COMING OF THE STEAM SEALERS.

The next year saw the advance guard of the steamers on our coast, viz., the Polynia and Camperdown, fitted out from Dundee, and after that the old masters foresaw what was coming. Gradually our great fleet disappeared—some were lost—others were sold, and never replaced. They had to retire before the onward march of steam and that's another story.

CAPT. PIERCE MULLOWNEY.

I cannot allow this opportunity to pass without paying tribute to another of our great seal-killing men who shines brilliantly forth amongst the great galaxy of stars that I have named above. I refer to Captain Pierce Mullowney, father of Lady Cashin. Captain Mullowney, like Captain Richard

CUTICURA HEALS SISTER'S ECZEMA

In Rash All Over Body. Burned And Itched. Could Not Rest.

"My little sister had eczema all over her body. It came like a rash, and was burning and itching. She got no rest, and we would have to wet her clothing to take it off. She was cross and irritable, and the breaking out caused disfigurement. She had the eczema about five months when we tried Cuticura Soap and Ointment. We could see she was getting well, and we just used one cake of Cuticura Soap and one box of Cuticura Ointment. She was healed." (Signed) Miss Jessie Campbell, Sunny Brae, Nova Scotia, January 16, 1919.

You may rely on Cuticura Soap and Ointment to cure your skin.

Pike of Arctic fame, was always very popular with his crew, and was ever ready to render assistance to them. He was a man of splendid physique, and once he put his hands to the sheets, braces, clew-lines or down-hauls he had the power of three ordinary men. He commanded many vessels during his long and eventful career, viz., the brig Alpha (D. Steele), the brig St. Philip (P. Tasker), the brig Maggie McNeil and Nalad (Cliff Wood & Co.), the brigantine Nightingale (McLea & Sons), the brigantine Gertrude (J. & W. Stewart).

The first Spring he was in the Nightingale he arrived with over 7,000, being first in. The third Spring he was again to go in the Nightingale, but the vessel being on voyage from England and making a long passage, McLea & Sons procured another vessel for him, called the Rebecca. She was about 110 tons. I remember her distinctly. She was afterwards purchased by P. Devereaux of Harbor Grace, and prosecuted the sealfishery for some years. I recollect one year when a certain well known Captain was master of the Rebecca, and arrived with only a few dozen seals to Devereaux. At that time there was agitation in Ireland over the passing of a Militia Bill, and the old skipper, being a fiery little Irishman from Cork, was deeply interested in the event. As he stepped on the wharf the first words he uttered to his merchant were: "Arrah! is the Militia Bill passed yet?" "D—you and the Militia Bill," replied Devereaux, as he turned away in disgust.

Capt. Mullowney received his training in a good school, as for several years he was master watch with the famous Capt. As Munden of Brigus. In the year 1870 Capt. Mullowney took charge of the S.S. "Walrus" (J. & W. Stewart) and was first in with a full load, and a good second trip. In 1871 he was also first in with another load. In 1872 he had 17,000 in the S.S. Ranger, and his success followed right through. After landing his seals he was ordered out to search for the brig James Stewart, of the firm of J. & W. Stewart, which was about 70 days out from Greenock, with general cargo. It was reported she was caught in the ice. Captain Mullowney spoke the topsail schooner Maggie of Dundalk, which gave information that she saw the James Stewart forcing South in the ice under small canvas. Captain Mullowney went in search of her, and two days after sighted her. He went aboard and put ten men on board of her, as the crew of the brig was almost exhausted, placed large hawsers or ice-lines aboard, and towed her to St. John's, after great difficulty. The Ranger's crew received twenty dollars per

BEST GRADE

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ENGLISH ENAMELLEDWARE.

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JOHN CLOUSTON,

P. O. Box 1243.

140-2 Duckworth Street, St. John's,

Phone 406

man as salvage. This was about the middle of April, and then Capt. Mullowney chased the old seals down on the coast of Labrador, and secured 1600, returning to St. John's on the 6th May.

JUST ARRIVED: BRICK'S TASTELESS

A most palatable preparation containing the active or alkaloidal principles of the purest

COD LIVER OIL

with all its unequalled tonic, alternative and reconstructive properties, combined with phosphorus in the form of the compound syrup of hypophosphites, containing 1-100 gr. strychnine to each tablespoonful.

For sale by DR. F. STAFFORD & SON, Wholesale and Retail Chemists and Druggists, St. John's, Newfoundland. Price \$1.00 bottle; post paid 20c. extra.

THE KNOWING ONE.



If I had John H. Milton's brow in my brow in wreaths arrayed, I'd sing an ode about the sharp who truly knows his trade, be it the boning of a carp, or filing of a spade. Nine workmen tried to fix my bus, which had been hitting wrong; for days I saw them with it fuss, the while their bill grew long, and I could only weep and cuss, when scheduled for a song. They held an inquest on my cart, that was of little use; they took the motor all apart, and pried the crankshaft loose, to find out why things wouldn't start when they applied the juice. And when their greasy oil was done, the boat was just the same; the what-you-will wouldn't run, the thingumob was lame; and it had taken all my mon to pay them for their game. They

might have made good auctioneers, or coroners, or clerks; they might have won out herding steers, or preaching in the kirks; but they were lemons, it appears, among a motor's works. And then came workman Number Ten, when those nine jays were gone; yes, one of nature's noblemen came skipping up the lawn; he came to earn an honest yen, and did, so help me John. He was a man of pep and sense, a workman skilled was he, and in an hour he banished thence the grief that spoiled my glee, and my old car would jump a fence or climb a banyan tree.

Trial of the King of Delhi.

On January 27, 1958, a military commission of which Colonel Dawes, of the Bengal Artillery, was President, assembled in the palace at Delhi—the scene of the glories and the vicissitudes of the great Imperial family for three hundred and thirty years—for the trial of Mahomed Bahadour Shah, the last King. After twenty days' proceedings, the king was found guilty of having ordered the murder of forty-nine Christians at Delhi; of waging war on the British Government; and of exciting the people of India, by proclamations, to destroy the trial of Mahomed Bahadour Shah, the last King. After twenty days' proceedings, the king was found guilty of having ordered the murder of forty-nine Christians at Delhi; of waging war on the British Government; and of exciting the people of India, by proclamations, to destroy the trial of Mahomed Bahadour Shah, the last King. After twenty days' proceedings, the king was found guilty of having ordered the murder of forty-nine Christians at Delhi; of waging war on the British Government; and of exciting the people of India, by proclamations, to destroy the trial of Mahomed Bahadour Shah, the last King.

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100 dozen Lanterns,
100 doz. Water Buckets,
20 doz. Slop Pails; also,
Full Line Enamelware.

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Wholesale Hardware Dealers.

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Everybody knows the superiority of British steel for all kinds of edge tools. Here is THE AMERICAN PATTERN in BRITISH STEEL. Get our prices, spring delivery.

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Rebuilt Organs and Pianos!

Every Instrument Guaranteed.

GODERICH—5 octaves, 10 stops, high top, 3 sets reeds . . . \$100
DOHERTY—5 octaves, 11 stops, high back, 5 sets reeds and sub bass, solid walnut case; an exceptionally fine instrument . . . \$110
DOHERTY PIANO CASE 6 OCTAVE ORGAN—11 stops, top rail and mirror; fine case . . . \$125
REBUILT SQUARE PIANO—Fine case . . . \$175

Musicians' Supply Co.

Royal Stores Furniture, St. John's, DUCKWORTH STREET.

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fully fifteen minutes when you use

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