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Old Capt. Joe Houlihan.

A Great Viking of the Past.

(H. F. SHORTIS.)

In our midst to-day we have many institutes composed of men for whom I have the highest respect. They are banded together for a good and noble purpose. The aim and object of these communities are the uplifting of the moral status of each other, and such associations with this end in view must be recognized as a body of gentlemen. For the real definition of the word gentlemen must be sought for in the moral and intellectual standing of the individual, rather than in the accident of birth and social distinction. The traditions of the past are a glorious heritage of the Newfoundlanders. All history teaches us that the greatest deeds performed by the human race were the outcome of a spirit of emulation and a desire to imitate the actions of generations which have gone before. These institutions are doing a good work for the youth of the City of St. John's. They are encouraging a taste for literature and the higher ideals.

But while I admire the ability and research of the various members who take part in the debates in our various halls during the winter months, I must confess that I am somewhat disappointed at the topics selected. Many of them refer to matters entirely foreign to our country and our people, and seldom do we hear of ability, determination and enterprise displayed by the pioneers of our industries who have placed Newfoundland in the position she occupies to-day, whether it be commerce, agriculture, fisheries or other resources of our country. What more interesting debate could the committee of one of our institutes place on the board for discussion than "Who was the greatest sealkiller the country ever produced?" etc. What a glorious and interesting topic it would be for the men of to-day to get together and discuss for the benefit of the younger generation, the hardships and dangers, the agility and seamanship, the fearlessness and manliness of those great vikings and fishermen who have by their example in the past earned for Newfoundland that title which has never been taken from her, the first fishing country in the world; and honor the most competent and fearless mariners who ever walked the deck or ran aloft to reef the sails when the storm was at its height. It would indeed be very difficult,

impossible, to assert who occupied the foremost place in the history of the sealfishery. Several loom out conspicuously and amongst them I may mention old Capt. Sam Spracklin of Brigus, who was the first man to prosecute the fishery around the island—that is, he chased the seals through the Straits of Belle Isle and returned round Cape Ray and on to St. John's. Capt. Billy Rabbitts, surnamed the Dandy, also stands out prominently amongst the heroes of the past, and so does Capt. Bill Whelan and Capt. Jim Wilcox. In the forties of the past century, Capt. Billy Rabbitts arrived in St. John's with a full load of seals—discharged and sailed again in 30 hours, was back again and sold his 3,400 seals to Robert Brown—sailed the third trip and secured 700 of the French Shore. The "Dandy" was a splendid little vessel. She was repaired just south of Norman's Bridge, Brigus, where the gut opens out to the sea. She was repaired by Nicholas Cole of Colliers, who was six feet in height, and he used to cut down a piece of timber with an axe weighing seven pounds, and a handle four feet long. No man in the country could handle an axe with Cole. He had three brothers, John, William and James—all shipbuilders. William built the "Hebe" of about 120 tons on the South Side of Brigus, in a gulch, for old John Gushue, grandfather of our mutual friend, Mr. G. W. Gushue, of this city.

At various periods, during the past forty years, I have referred to what is familiarly known in local parlance as our great jowlers, and in this issue I shall make special reference to one who had certainly a most interesting and successful record—Capt. Joe Houlihan. Sr. He holds the distinction of having brought in the greatest number of seals ever landed in port by a sailing vessel, but I do not think he had the greatest catch in weight. That rests with Capt. Nicholas Hanrahan in the large brig Glen-garry in 1871, when he discharged a few short of 11,000 his crew sharing two hundred and nine dollars and fifty cents. Capt. Houlihan had 12,584 in the "Henry Thomas," but many of the seals were very small, having been taken early in the Spring. The "Henry Thomas" was a splendid ship, and was built by the famous Newhook of New Harbor, Trinity Bay, Old Capt. Joe Houlihan (as he was

called, to distinguish him from his son, Young Joe), was indeed a most successful sealkiller in the forties, fifties, and sixties of the past century. He was owner and master of the Caledonia, and seldom if ever did he miss the seals. Previous to that he had the "Coquette," in which he was also successful, and he also sailed out of Harbour Grace in the brigantine "W. Donnelly," and kept up his record. I think he was a relative of the Donnelly family, who were owners of the "W. Donnelly" and "Ticino," young Joe being master of the latter ship the same time old Joe was in the former.

The "Henry Thomas" had an eventful career. She was about 180 tons and was built, as I said above, by Charlie Newhook. There was always great rivalry between Newhook and William Rowe, as who would build the best vessels, noted for their strength, durability and sailing qualities. The brig "Henry Thomas" went ashore at St. Pierre, while on a passage from Sydney to St. John's. The Frenchmen got her off, repaired her, and she sailed for many years out of France, and was acknowledged to be one of the smartest vessels in that country. I have been unable to ascertain what was the end of her career. She was built for the enterprising firm of W. & H. Thomas of St. John's. In 1852 a sad calamity occurred on the Funk Island, when four of the five men belonging to Mr. Stephen March at the island lost their lives while seal hunting on February 23rd. A man named Reid was the only man rescued, and well cared for by old Capt. Joe Houlihan, in the brigantine "Coquette." Capt. Houlihan had 5,500 seals that year. His own vessel, the brig Caledonia, was very fortunate, and year after year she returned with good trips.

Capt. Houlihan was not only a most successful sealkiller, but he was also a most enterprising planter. He had his premises at Domino, Labrador, and had as neighbors, Capt. Thos. Duff, Costigans, Gesses, Mealyers, and others. He would be up before daylight, and a favorite expression of his was: "Bedad, there's the sun three boat-hooks high, and not a man stirring on Houlihan's room yet." Few men were better known in the country than was the subject of this brief sketch; in fact, like the great sealkillers Halleran, White, Graham, Freehan, White, Purcell, Piko, etc., the name was a household word, and they held the respect and esteem of all classes. They were first and foremost in all public and charitable work, and when the various Churches were in course of erection, they and their crews always took the lead in hauling stone, and subscribing liberally towards the funds. Their names should be chiselled in marble in the history of our country. They were born leaders of men. And that is why I am endeavoring to keep their memory alive in the minds of the people of the rising and future generations. Very few of the descendants of the old Vikings, Capt. Joe Houlihan, are with us to-day. I know of only one, a venerable old lady, Mrs. Denis Thomey, mother of Mrs. John J. Rahal, and very few to-day remember, or have any knowledge of, the heroic deeds performed by the old Viking who ranked as one of the most successful sealkillers and planters in the history of our country. Ne'er shall their glory fade!

Just Folks.

By EDGAR A GUEST

THE PAN IN THE SINK.

I'm the sort of a fellow that's fond of his home,
I'd rather be there than to wander or roam.
I'd rather sit down with my pipe and a book
In that old easy chair in my library nook
With my children about me, the wife smiling near,
The hum of the traffic too distant to hear.
Than travel afar at the end of the day
For the joy of a concert, a lecture or play.
I'm a home-loving chap, there's no doubt about that.
The thing I like most is to hang up my hat
On the hook in the hall, when the night time slips down,
And say: "Well, I'm done with the bustle of town!
I'm here where it's restful, I'm here where it's sweet!"
But even the joy of the home's not complete—
Yes, even the home would be fairer, I think,
Were it not for that pan which she keeps in the sink.
I'm not proud, I'm not tussy, I'm willing to bear
My portion of duty and labour and care.
But I hate with the hate of a venomous man
The feel of the drip of that kitchen pan!
And I hate with the fury and malice of hate
That drip with that pan to the old alley gate!
I have courage enough, but from one task I shrink.
'Tis to empty the pan which she keeps in the sink.

Have you a Suit or Overcoat? make? We make a speciality of making up customers own goods at prices that are absolutely the lowest for first class work.
FARRELL THE TAILOR, 310 Water St.—nov17,11

Outlook is Bright.

In a recent issue of The Trade Review we stressed the idea of an energetic effort to turn out all the refined oil possible during the coming summer, hazarding the opinion that there will be an extra good market for this product. We base our ideas in this connection on more than one possibility.

In the first place it is now deemed certain that the Norwegian fishery as compared with last year will be a failure and that not more than half the catch will be taken. There is then to be reckoned with the very laudatory reports on our medicinal oil made by scientific men and physicians, all declaring, that in health-giving properties it is the richest oil of any, produced in the world.

Up to about the middle of the month, according to private reports received here recently, the quantity of medicinal oil turned out in Norway from the fishery to that date was about 145,000 gallons against approximately 170,000 gallons up to the same date last year. It is generally expected that this ratio of oil will be continued up to the end of the voyage, so that the shortage of our Great European Competitor, should give a great impetus to the sale of our goods.

As regards the Common Cod Oil, it looks also as if Norway will be very short this year. Up to the time alluded to above, the quantity of live fish, we learn, left over from the fish for the manufacture of Cod Oil and other kinds was only 40,000 gallons as compared with 60,000 gallons for last year.

Lunenburg with its attenuated fleet this year should show a lessened production of codfish to the extent of about 150,000 or 200,000 qtls., another fact which should tell with us and affect in a beneficial manner, our fish and oil markets.

Given a good average fishery this summer and there is, as far as can be seen at present, no obstacle to the very successful marketing of the catch as well as the oil of both grades, which emanates from it—Trade Review.

Chevrolet was awarded second place at the 1924 American Auto Shows (Buick was first)—both are products of General Motors.—mar13,101,ead

Lynn Radio Fan Hears Concert From England

Special radio broadcasts from high powered broadcasting stations in England were received Thursday evening by Clarence Winsor, 29 Commercial street, and so on as could be learned this forenoon, he is the only Lynn listener-in who picked up any part of the English programme from the ether.

Station WGI at Medford Hillside during the evening sent out a general call asking all those who heard the signals or programme to report by telephone. Mr. Winsor told the operators of the station that he had distinctly heard 2LO and 2ZY stations in London and Manchester, announced and selections played. He picked up "The Star Spangled Banner" and also "God Save the King," the national anthems of the United States and England.

Mr. Winsor, who is employed in the motor test department of the General Electric Co., used a four tube reflex set with loop and ground. The programmes were also heard by a number of his friends who were present at his station. He caught the signals about 8 o'clock.

The test was made between 8 and 9.30 o'clock. The nine English stations joined in sending out the same programme on different wave lengths in the hope that it would be heard in the United States, where difficulty has been experienced in catching broadcasts from across the Atlantic.

Conditions for the test were very poor. There was considerable interference by American stations, some static and annoying reradiation from regenerative sets.—Lynn Item, March 21st.

The Mr. Winsor referred to is a native of Wesleyville, Nfld.

The 1924 Chevrolets are now on display—see them at Bert Hayward's showroom, Water Street. mar13,101,ead

McMurdo's Store News.

MEAD'S RE-CO-LAC.
Mead's Re-Co-Lac a re-constructed Milk for feeding Infants, used and recommended by the Community Nurses.
Advantages of Re-Co-Lac.
Re-Co-Lac has a place in infants feeding because it is preferable to fresh Milk under conditions such as the following:—
1. When the quality of the available fresh cow's milk is known or suspected to be questionable.
2. In warm weather when certified or Grade A milk is not obtainable.
3. Where there is no supply of ice or other means for cooling and preserving fresh cow's milk.
Price 80c.
MISARD'S LINIMENT FOR HEAD-ACHE.

STAR MOVIE TO-DAY!

METRO PICTURES Presents
JAMES WHITCOMB RILEY'S

"An Old Sweetheart of Mine"

SIX PARTS.

WILLIAM DESMOND

— IN —

"The Phantom Fortune"



Elliott Dexter and Helen Jerome Eddy in An Amusing Scene From the Photoplay Version of James Whitcomb Riley's Immortal Poem "AN OLD SWEETHEART OF MINE"

FRIDAY--LARRY SEMON in "LIGHTNING LOVE"

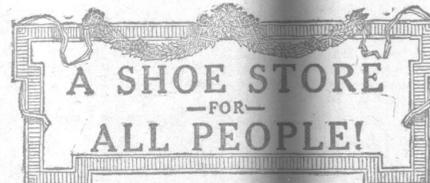
COMING:—That astounding Production "HEARTS OF THE WORLD"—Ten Parts.

No Advance in Price--General Admission, 20c

FAMILY FOOTWEAR

At Tremendous Savings

For Men! For Women! For Children!



FOOTWEAR FOR THE SCHOOL CHILDREN.

Child's Tan Kid Hi Lace, good quality.

Sizes 8½ to 11 .. \$2.25

Sizes 11½ to 2 .. \$2.35

Child's Black Kid Lace Boots, a real school boot.

Sizes 6 to 10. .. \$2.30

Sizes 11 to 2. .. \$2.50

Child's Box Calf Boots, strong and durable.

Sizes 6 to 10. .. \$2.50

Misses', 11 to 2. .. \$2.85

Children's Gun Metal Hi Lace, sizes 8½ to 2. \$2.50

Special Value. \$3.00

Infants' Grey Suede, fancy trim; sizes 3 to 6. \$1.10

Special Price \$1.50

Infants' Lace Boots, Black & Tan; good quality, per pair \$1.10

Child's Patent Leather Party Slippers, ankle strap; sizes 3 to 8 \$1.50

Misses' Brown I-Strap Street Shoes, 2-button; rubber heels attached; the pair \$2.00

Footwear for Ladies

At Rock Bottom Prices.

SPECIAL! Ladies' Gun Metal Oxfords, medium toe and heel; all sizes; only. \$2.25

Ladies' Brown Street Shoes, 1-strap and buckle, rubber heels; all sizes. Special Price \$2.50

Ladies' Black Calf Shoes, perforated toes, medium rubber heels; sizes 3 to 7. Price \$2.75

Ladies' Brown Kid Oxfords, low rubber heels, fancy perforated toes; all sizes. \$3.00

Ladies' Black Kid Shoes, fancy cross strap, medium heels; a real bargain. \$3.00

Ladies' Mahogany Colored Fancy Walking Shoes, perforated toes, 1-strap rubber heels, only \$3.25

Ladies' Mahogany Colored Sport Shoes, 1-strap and buckle, medium rubber heels, at \$3.50, \$3.75, \$4.00 the pair

Special Inducements in Men's Footwear.

Men's Brown Calf Boots, Blucher style; a good strong knockabout boot; rubber heels attached; all sizes; \$4.00 only. \$4.00

Men's Black Kid Boots, Blucher style, soft and well made; all sizes. Special Price \$4.50

Men's Mahogany Colored Box Calf Boots, stylish perforated toe, Blucher style \$4.50

Men's Black Vici Kid Boots, a very nice model for spring wear; rubber heels. \$5.00

YOUNG MEN'S STYLISH MODELS

in Tan and Black shades, medium pointed toes, low rubber heels, fancy perforated toes; all sizes.

\$5.50, 5.75, 6.00, 6.50

MEN'S OXFORDS.

Men's Brown Mahogany Oxfords, perforated toes, rubber heels \$5.00

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