

Fog in the Narrows!

Fortify your system first thing
in the morning with a cup of

VI-COCOA

Nourishing and Delightful.

From the Well-Stored Mines of the Traditions of Newfoundland.

(CH. F. SHORTIS.)

Newfoundlanders are essentially a sea-faring people, and from time immemorial have been remarkable for their risks and daring. No adventure on the high seas was ever considered too hazardous for a Newfoundland-seaman to embark in. From the earliest times that we have any recollection of, the traditions of our people have been rich with the hair-breadth escapes of the sons of Newfoundland, and this record has been kept up unbroken until the present day. The spirit of rivalry has always been kept alive amongst the fishermen and the sailors in the mercantile marine, and as is exemplified in our Annual Regatta and the racing across the ocean, the same spirit prevails to-day with as much vigor and force as it did a century ago.

PROLIFIC RECORDS.

I have always contended that there is no country in the world in which the historian, the poet or novelist could procure such material for writing up the charming picture of life than in the sea-side villages of Newfoundland. There is also to be found the tender and beautiful romance of the idyllic, and charming picture of an interesting and by no means familiar scene of the life and manners of our people, in which the humorous traits are rich enough to enliven and brighten the whole. But it is in the accounts of the everyday life of adventure and thrilling escapes—the dangers encountered on the local fishing grounds, and more so on the coast of Labrador that the historian of the future will find the subject interesting and enthralling to fill the pages of his volumes. And these adventures and escapes are to be found related by the patriarchs of every town and village in our country. There would be nothing of fiction about those stories of adventure, because the writer would ascertain the fact from those who were participants in those events, or, at least, handed down from their ancestors, who prosecuted our great industries in the days long past and gone, when the fisheries and commerce generally were conducted far differently from what they are to-day.

REAL WRITERS WANTED.

To get at the real source of the adventures, escapes, agility, hardships and manners and customs of our people, the would-be narrator of events should visit the various outposts and strike up an acquaintance with some of the grey-headed patriarchs of the respective villages—those human repositories of local

tradition and I am sure they will be well-pleased with their excursion. Of course I do not allude to those "birds of passage" who come amongst us to write up our history, and after partaking of the hospitality of our people, produce caricatures of their homes, criticize their pronunciation and endeavor to burlesque their entire mode of living, speaking and general surroundings.

THE YARN OF THE 'BEAVER HAT.'

Many years ago I heard the following interesting reminiscence from an old friend of mine, which was handed down in his family, and which I think will interest the readers of the Telegram. About seventy-five or eighty years ago, the schooner Sarah Jane, which was rigged in that style of craft, euphemistically known as a "beaver hat"—that is—with three yards on the foremast, sailed for the seal-fishery from Hant's Harbor, Trinity Bay. She was commanded by Capt. Froude, and carried a crew of about twenty-five men. At that time the vessels sailed about the first of March, or, in fact, whenever they pleased, as there was no specified date. Everything went well until about the twenty-fifth, and they had three thousand seals stowed away under the hatches, when a heavy gale sprung up from the North East with a heavy sea, which broke up the ice, and drove the little ship South towards the Wadham's Islands. The ship was drifting through the storm when the man from the look-out cried, "land on starboard bow!" The ship was in a terribly dangerous position, and the master asked if any man would go aloft and cut loose the fore topsail, and one man quickly responded and went aloft to do so. At the time he was cutting, the vessel struck the rocks and the foremast fell across the rock, and the man leaped from the spar to the rock and thus saved his life, being the only survivor of the crew. The rock is on the Northwest side of the Wadham Islands, and is about fifty or sixty feet on the round. After the second day he gave up all hopes of being rescued, and to leave a record of the melancholy event and his deplorable condition, he cut the names of his lost comrades upon a piece of board that was thrown upon the rock, after the vessel had broken up. By some means he managed to light a fire (probably with the now obsolete flint and steel, which the Newfoundland fishermen in the old days always had in their possession) from the

wreckage and fed the fire with stal fat which he managed to secure. On the fifth day, he became utterly exhausted and laid down to die. Another schooner happened to be in the neighborhood, saw the smoke from the fire and sent a boat ashore and rescued him from the rock. He was taken on board the schooner, kindly treated by the captain and quickly recovered from his terrible adventure and miraculous escape. The crew of the schooner also managed to save quite a number of the seals, brought them to St. John's and gave the rescued mariner his proportionate part of the voyage.

A TRANSIENT POPULATION.

At that time there was no light on the Wadham Islands. Everything has now changed, and during the summer months quite a number of fishermen and their families have erected fishery rooms there. There is almost an entire scarcity of water on the island during dry weather, and in wet weather they secure rain water. In winter months the light-house keeper melts the snow in a tank which he always has on hand for the purpose. "From the sublime to the ridiculous is but a step," said the Great Napoleon, and the same may be said with regard to tragedy and comedy. It sometimes happened that comedy played an important part in the prosecution of the seal-fishery in the old days—the days of the great fleet of sailing vessels. It was no unusual occurrence for the crews to "manus" in those days, and it has been known when the crews took charge of the captain and brought the vessel back to port. Such occurred during my early days. But there is one case in point in which comedy played its part and this is how it happened.

UTILIZING THE DOG.

About sixty years ago, a certain brigantine belonging to McBride & Keer, sailed from St. John's for the ice-fields with a crew of fifty men. The captain was not very popular, being something of a martinet. However they managed to get North as far as White Bay, but unfortunately the seals were very scarce, and the captain became very domineering and abusive towards the crew—compelling them to perform unnecessary labours and making everything quite uncomfortable. At last, patience ceased to be a virtue, and the crew decided to hold a council to decide upon the best means to remedy the existing state of affairs. At first they thought of adopting the well-known plan, so often adopted by mariners, of providing a "round robin" to the captain announcing what they intended to do. But after consideration they thought this would not do, so a happy thought entered their minds and they quickly put it into execution. Although the captain was of a most tyrannical and disagreeable disposition, there was, at least, one thing upon earth he was very fond of, and that was a middle-sized black dog, which was always to be seen at his heels afloat or ashore. The crew decided to use this member of the canine species to convey their decision to the captain in the cabin. They induced the dog to enter the fore-castle, and rigged him up with a canvas jacket, pants, and on a little cap, printed in large black letters was the word—manus. The moment towards the cabin, he bounded dancing around his master, who immediately saw the ominous word—manus—printed on the little cap. He saw that it was all up with him, and knowing that the crew were determined to take extreme measures, he ordered the ship to be steered South, and arrived in St. John's in due course. Whatever his reason was he did not bring the crew to court. Probably he thought that such a course would have given him an undesirable notoriety, and contempt of the other skippers who were always held in the most profound respect by their crews. (to be continued.)

"Brick's Tasteless". The one who takes it must eat. Price \$1.20 bottle. Post 20c. extra. mar29,19

First Female Military Nurses.

Thursday, April 13, 1848, is the date assigned to what was probably the first instance of women volunteering and being allowed to attend the wounded upon the field of battle. It was the new Republic of Venice which then accepted the offer of a female battalion to serve in this manner. From 1798 Austria obtained possession of that remarkable city on the north-east coast of Italy, and was confirmed in it after the European peace that succeeded the battle of Waterloo. But in 1848 the inhabitants revolted, the insurrection commencing on March 23 of that year; and, although the city was surrendered to the Austrians on August 22, 1849, it nevertheless afterwards, in 1866, became part of the present kingdom of united Italy. It was not long before the example was followed, through the Crimean War breaking out in 1854, during which Miss Florence Nightingale rendered such eminent service to the sick and wounded soldiers; thereby leading many other women to follow her noble example.

MRS. AUBRE BARRETTE, popular New Hampshire woman, who says Tanlac brought about a wonderful change in her condition and that every suffering woman ought to know about this wonderful medicine.



"Tanlac is a grand medicine, and I think every suffering woman ought to know about it," was the statement made recently by Mrs. Aubre Barrette, at her residence, 133 Second Street, Manchester, New Hampshire. Mrs. Barrette, is a well known and highly respected resident of that city. "I have not felt at all well for the past year or more," she continued, "I haven't been sick enough to be in bed, but I was far from being a well woman. At times I thought I had kidney trouble, for I suffered almost constantly from severe pains across my back, just over my kidneys. Whenever I tried to do any house-work at all that dull pain would be there, and if I attempted to stoop over it just felt as though my back would break. I would get so weak and worn out I would have to sit down and rest several times a day, and I felt tired all the time."

"This condition made me awfully nervous, so that I rarely ever slept well at night, and every now and then I would jump in my sleep, as if in a fright, and my condition was really becoming serious."

"Only two bottles of Tanlac have brought about a wonderful change in my condition. In fact, the results I have received from this medicine have really surprised me. Those terrible pains in my back which used to trouble me every day have almost disappeared, and I am going to keep on taking Tanlac until they leave me entirely. I have lost of energy now, and am not only able to do my house work, but I get through the day without feeling the least bit tired. I am no longer nervous like I was, and I sleep well at night."

"I shall always be thankful for what Tanlac has done for me."

Tanlac is sold in St. John's by M. Connors, and by the leading Druggist in every town.—adv

Farmers Complain.

Farmers are complaining of the difficulty they experience in disposing of cattle (for butchering) at satisfactory prices. This no doubt is due to the fact that cold storage meat is easily procured and offers better profits to the butchers. The country butchers who formerly bought cattle from the farmers, now find it more to their advantage to procure their supplies from the cold storage warehouses, later retailing the meat from their carts with the implied assurance that it is "fresh, country killed."

Shipping Notes.

The schooner Herbert Fearn, Capt. James Kemp, sailed from Falmouth on the 12th for Newport, to load coal for Spain.

Schr. Lowell F. Parks, Capt. Robertson, which loaded codfish at St. Mary's, has arrived at Gibraltar after a run of 20 days.

Schr. Nordica has cleared from St. Lawrence for Halifax, with 2,000 qtls. codfish.

S.S. Thetis, which went to Greenspond and Wesleyville with a number of sealers, returned to port at 11.30 last night.

GENUINE ASPIRIN

HAS "BAYER CROSS"

Tablets without "Bayer Cross" are not Aspirin at all



Get genuine "Bayer Tablets of Aspirin" in a "Bayer" package, plainly marked with the safety "Bayer Cross."

Genuine "Bayer Tablets of Aspirin" are now made in America by an American Company. No German interest whatever, all rights being purchased from the United States Government.

During the war, acid imitations were sold as Aspirin in pill boxes and various other containers. The "Bayer Cross" is your only way of knowing that you are getting genuine Aspirin, proved safe by millions for Headache, Cold, Rheumatism, Lumbago, Neuritis, and for Pain generally.

Handy tin boxes of 12 tablets—also larger sized "Bayer" packages can be had at drug stores.

Aspirin is the trade mark (Newfoundland Registration No. 761), of Bayer Manufacture of Monocetate-diesters of Salicylic acid. The Bayer Co., Inc., U.S.A.

LADIES' Spring Footwear.

Stylish, Dressy Shapes, all extraordinary values. These lines if purchased at to-day's prices would be double what we are selling them at.



High Cut Laced--Black.

Vici High Cut Laced, Spool Heels, \$4.50, \$5.50, \$6.00, \$7.00, \$7.50.

Gun Metal High Cut Laced, Spool Heels, \$5.50.

Gun Metal Laced, Low Heels, \$3.00.

Vici High Cut Laced, Military Heels, \$5.50 and \$7.00.

Gun Metal High Cut Laced, Military Heels, \$6.00 and \$7.50.

Patent Vamp, White Kid Top, \$2.90.

Patent Vamp, Kid Top, Laced, Spool Heel, \$5.50.

Patent Vamp, Kid Top, Buttoned, Spool Heel, \$5.00.

High Cut Laced

[Brown]

Ladies' Chocolate Calf, Military Heel, \$12.00

Ladies' Ox Blood Calf, Military Heel, \$11.00.

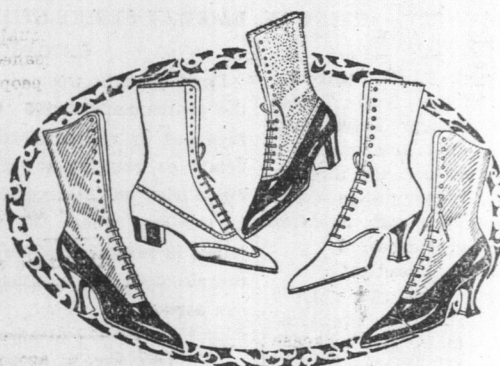
Ladies' Dark Tan Calf, Cloth Top, Spool Heel, \$6.00.

Ladies' Dark Tan Calf, Cloth Top, Military Heel, \$10.00.

Ladies' Chocolate Calf, Rubber Sole & Heel, \$11.00.

Ladies' Tan Kid High Cut Laced, Military Heel, \$8.50.

Ladies' Tan Calf, Military Heel, \$8.50.



GREY--Ladies' Grey Kid High Cut Laced, Spool Heels, \$7.00 and \$7.50; Ladies' Grey Kid Vamp Cloth Top, Military Heels, \$5.50.



Strap
Shoes
(BLACK)

LADIES' DONGOLA, 1 Strap, Military Heel \$4.25

LADIES' DONGOLA, 2 Strap, Military Heel \$4.00

LADIES' DONGOLA, 1 and 2 Strap, Cuban Heel \$3.25 & \$3.50

LADIES' DONGOLA, 1 Strap, Cuban Heel \$4.00

LADIES' GUN METAL, 2 Strap, Cuban Heel \$4.50

LADIES' GUN METAL, 2 Strap, Low Heel \$4.50

LADIES' GUN METAL, 1 Strap Military Heel \$2.80

LADIES' GUN METAL, 1 Strap, Low Heel \$2.25

OXFORDS--Ladies' Dongola, Military Heel, \$4.50; Ladies' Dongola, Cuban Heel, \$3.50.

LADIES' GUN METAL, Military Heel . . \$5.50

LADIES' TAN KID OXFORDS, \$3.50 and \$4.00

LADIES' CHOCOLATE KID OXFORDS, Military Heel \$5.00

LADIES' CHOCOLATE KID PUMPS, Spool Heel, large buckle \$3.50



JULIETS---Ladies' Dongola Juliet Slippers, \$2.50, \$2.75, \$4.50.

STEER Brothers.

To-Night at the CASINO

H. WILMOT YOUNG Presents
MISS MARJIE ADAMS

Supported by the
YOUNG--ADAMS
COMPANY.

In Successful Comedies and Dramas.

Second Week Beginning Mon., April 12

MON. & TUES.	WED. & THURS.	FRI. & SAT.
LITTLE PEGGY O'MOORE. An Irish American Idyll.	EAST LYNNE Miss Adams as Lady Isabel and Madame Vine.	THE TRAIL OF THE LONESOME PINE.

Music by the C. C. C. Orchestra—direction Arthur Bulley.

Complete change of Vaudeville with each play

Prices—25c, 35c, 50c, 75c, \$1.00.

Seats now on sale at Fred V. Chesman's.