

Murphy's Good Things Sale! Sale! Sale!

THE BEST VALUE FOR THE LEAST PRICE.
Watch for these prices every week. They represent the Biggest Values in immediate needs at unusual money-saving prices. Selected from regular stock and the best obtainable in quality.

CHILD'S GINGHAM DRESSES—2 to 6 years. Each	75c.—98c.
MAIDS' APRONS—With bibs. Each	79c.—98c.
LADIES' PINK NAINSOOK NIGHT DRESSES—Short sleeve. Each	98c.
WHITE SHIRTING NIGHT DRESSES—Embroidered trimmed. Each	\$1.25
PINK SILK CAMISOLES—Lace top and shoulder strap. Each	98c.
KURLEY KEWS	5 for 15c.
LADIES' BLACK BLOUSES—With embroidered collar. Each	\$1.75
TOOTH PASTE—Per tube	10c.
MEN'S WOOL TWEED WORK PANTS—Regular \$2.98. Now	\$2.49
MELTON CLOTH—Superior quality, 40 inches wide. Per Yard	60c.
CHILDREN'S ROMPERS—Per pair	49c.
MEN'S BRACES—Per pair	39c.
MEN'S KHAKI WORK SHIRTS—Each	99c.
BOYS' WOOL SWEATERS—Buttoned shoulder. Each	\$1.29
KHAKI SHIRTS—Men's extra heavy weight Khaki Shirts; all sizes. Each	\$1.98
MEN'S SOX—In Black, Brown and Grey—3 pairs for	49c.
LADIES' TRICOLETTE SMOCKS—A nice assortment in this lot. Each	\$1.98
TUT JUMPERS—In Silk and Silk de Chine—Each	\$2.98
CELLULOID TOOTH BRUSHES	29c.
UMBRELLAS—Each	\$1.98 to \$4.98
SAILOR SUITS—Boys' Blue Serge Sailor Suits, to fit 2 to 6 years. Each	\$4.98
BLUE SERGE & TWEED CAPS. Each 79c. to \$1.49	
LADIES' BLOOMERS—Elastic at waist and knee. Per pair	39c.
SATEEN CAMISOLES—In Rose, Pink and Navy. Each	49c.

PHIL MURPHY

317 Water Street
Store open every night & holidays
mar27.11

Money-Saving SPECIALS

Leather School Bags.

Made of strong leather.
Regular size.

Each \$1.35

Men's Dress Shirts.

Made of striped percale, in neat patterns.

Each \$1.39

Watches.

Good timekeepers.

Each \$1.90

Apron Check.

Good quality, yard wide

Yard 35c.

Men's Striped Work Shirts.

Excellent shirts for the
out-door man.

Each \$1.50

Men's Black Half Hose.

All Wool Black Hose.
Pair 55c.

Boys' All Wool Pullover Sweaters.

All colors.
From \$1.30 up

Children's Black Rib Hose.

From 22c. up

Turkish Towels.

Medium size Turkish
Towels.

Each 26c.

Suit Cases.

Regular size, 24 inch,
lock and ring handle.

Each \$2.20

Sock Suspenders.

Pair 22c.

SUMMERS
330 Water Street
Store Open Every Night
mar27.21

Captain John Burke

A Famous Seal-Killer of the Past Century.

(H. F. SHORTIS.)
During the latter half of the past century we had many famous seal-killers, and amongst them I have selected in this issue, Capt. John Burke, tatter of our popular local poet, dramatist and imitable comedian, Mr. John Burke of this city. Capt. Burke was a highly educated man, a thorough navigator, and as capable and experienced mariner as ever walked the quarter deck. As a seal-killer he was in the front rank, having brought in many loads of seals while in command of the James Henry, Kingsloch, Nautilus, and other vessels, out of the enterprising firm of Lawrence O'Brien. In the Spring of 1853, memorable for the great destruction amongst our sailing fleet, Capt. Burke was in command of the Kingsloch, and, although it was a terrible Spring, he managed to save his vessel and arrive in St. John's with 6000 seals. Not alone did he save his own vessel and cargo, but he also was the means of saving two other ships and having them brought to St. John's by a portion of his crew which he placed on board them after they had been abandoned by their own masters and crews. This is how it happened. In the year 1852 young Capt. Joe Houlihan took charge of his father's vessel, the Caledonia, and secured a full load of seals, but had to abandon the vessel in the neighborhood of the Wadhams. Capt. Burke in the Kingsloch, owned by Lawrence O'Brien, some days after discovered the Caledonia with no crew on board—put eight or ten of his own men on the brig, and brought her to St. John's. I think there was some litigation over the matter, and finally a settlement was arrived at. Capt. Burke also brought in the "Dash" the same Spring, by putting his master watch, Pat Kelly of Cochrane St. and 7 men on board her, after finding her abandoned in the ice-floes. The Dash was owned by the famous Capt. John Barron, grandfather of Mr. John Barron, merchant of this city, and Mr. Denis Barron of the Commercial Cable Co. Capt. Barron was undoubtedly one of the most successful seal-killers in our history, and in my young days he was known far and near as the "Great" John Barron. He was also engaged in mercantile pursuits, and had several other vessels during his eventful career. I do not think he was in command of the Dash that Spring—as it comes to my memory that she was commanded by Capt. Gallishaw—a name also famous in St. John's. The same year the schooner George, which sailed from St. John's on a second trip to the icefields, was struck by a heavy sea, about 250 miles N.E. of the Grey Islands, which washed the master (W. Linegar) and six of the crew overboard, carried away both masts, bulwarks, stanchions and boats. The vessel arrived in St. John's under jury masts on June 6th. They would never give up their ships in those days while they had a plank to stand on. On May 13th there were a number of sealers jammed at the head of Green Bay, most of them with good trips. Old Capt. Joe Houlihan had 5,500 in the Coquette, owned by the great firm of W. & H. Thomas of this city—the Brothers, Bartlett, 3,400; Creole, Staunton, owned by Brocklebank & Anthony, 3,700; Scottish Lass, Neill, owned by McBride & Kerr, 3,500; Chedabucto, Cole, 2,500; Margaret, Cummins, Job Bros. & Co., 3,700; Jno. Stafford, owned by Lawrence Macassey, 2,200; Lena, Fochan, Bowring Bros., 3,800; Norwal, Lynch, L. O'Brien & Co., 3,000; St. John's Lass Egan, Hunter & Co., 2,100; Argo, Pomeroy, Brooking & Son, 2,000; John & Rachel, Taylor, Baine Johnston & Co., 2,400; Cora, Jackman, Mudge & Co., 3,500. The remainder averaged something like 1,500. The total number of vessels which sailed from St. John's that Spring (Spring of the Wadhams) was 97—aggregating 10,236 tons, with crews of 3,862 men. The total amount insured in the St. John's Mutual Insurance Association was £50,375 (fifty thousand three hundred and seventy-five pounds). Of course many of the vessels were insured in other offices. The year 1852 was also a very disastrous Spring, known as the Spring of Green Bay. The famous Capt. Edward White wrote to Job Bros. & Co. on board the Evanthes at sea dated April 6th, 1852:—"As to losses I am afraid the number will be fearful. I have seen some six or eight go down the last few days, among which are the Emily Tobin, Melrose and Margaret, besides several others I cannot name." "I have been driven from the Fuchs since the 28th ult.—tightly jammed. We are now off Cape St. Francis and expect to be driven to Cape Race before getting clear." "The young harps are in Green Bay and White Bay. The vessels cannot enter more than half a mile in the jam of ice, and then they subject themselves to damage and loss from the fearful sea." I remember the old skippers al-

ways dreaded White Bay, and did everything they could to prevent themselves from being jammed in that locality. One year the Antelope, Capt. Delaney, did not get clear until, I think, the 5th July, and in the sixties the Islay was jammed until the middle of June.
One year the large brig Mountaineer, Capt. Smart, was jammed in the bottom of White Bay. He did everything possible to get clear by blasting, and after giving it up as a bad job, he was surprised one morning to see the ship surrounded by thousands of seals. His crew went to work and quickly secured 6,400, and could have loaded the vessel twice over, only he thought it prudent to stop killing, as the ship's bow was damaged by ice, and he would not risk any more on board.
These old skippers and crews of our great sailing fleet were a hardy and fearless race—their daring and agility were proverbial, and the captains and officers never asked a man to go where he would not go himself, should the occasion require it. It was truly wonderful the command the masters had over their crews, and seldom indeed was it that the masters had any trouble with them. Their discipline was as perfect as that practiced on board a man-of-war. Every man knew his place and his work, and well did they play their part. As I have said on a previous occasion, there is one fact that should be written in letters of gold in the history of this country, and that is: Notwithstanding hundreds of thousands of men have been employed in the prosecution of the seal-fishery during the past century and more, there is not on record a criminal case in which any one of them used a weapon to take the life of his fellow-man, although they were all provided with knives, gaffs, guns, etc., nor have I heard of any case in which such weapons were the cause of malicious injury to any person on board.
In 1842 the brigantine John & Rachel, Capt. Ned Purcell, a very successful sealing master, arrived in St. John's with a load of young seals. The vessel was owned by Mr. Wm. Walsh of the Beach, father of our respected townsman, Mr. Richard Walsh, who had also several other vessels during his career. She arrived on the 15th April, and previous to that date the cargo was sold at so much per seal. Purcell's trip was the first to be sold by weight, and has been continued so to this date.
Not alone was Capt. Burke a successful seal-killer, but he was one of our best known foreign-going masters in his day. After returning from the seal-fishery, in which he was generally successful, the sealing was removed from his vessel, and she was employed in conveying seal oil and skins to Glasgow, and after discharging proceeded to Hamburg and return to St. John's with a cargo of the famous Hamburg bread, butter, etc. She was also employed in conveying cargoes of fish to the Mediterranean market and elsewhere, as well as making trips to Sydney in the coal trade. It was while returning from one of those trips from Sydney that disaster overtook the famous mariner, as on the 1st of January, 1865, he, with his son, and three of the crew of his brigantine "Nautilus," were lost at Petty Harbor Motion. And so passed away one of those heroes of the past, who by their daring, perseverance and enterprise performed so much in placing Newfoundland in the proud position as the first fishing country in the world. Our good, genial, clever old friend, Mr. John Burke, of this city, may well feel proud of his progenitor—the old Viking of the past century. The old and worn-out heroes of the icefields are slumbering peacefully in the churchyard, and some rest beneath the ocean in which they fought and gained their hard-won victories. Even the implements of their prowess and energy are fast disappearing. The historic first-hook gun and the artistically carved powder-horn no longer take the place of honor on the kitchen rack. They are now relegated to some outhouse or unfrequented place, or as a solitary relic of the past in the Museum, and with the passing away of these, the last vestige of our illustrious forbears, will have gone forever. And in those days—the days of daring, hardihood, intrepidity and skill, the subject of this brief sketch, Capt. John Burke, played a prominent and heroic part, while in command of the historic brigantines James Henry, Kingsloch, Hollyhock and Nautilus, from the foremost head of which fluttered to the breeze the time-honored and well-remembered house flag of the enterprising firm of Hon. Lawrence O'Brien.

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Suffered for Ten Years with Kidney Trouble

Nova Scotia Man Took Dodd's Kidney Pills and Got Relief.
Mr. A. McMullin is Now Able to Work Again.

Upper Grand Mira, N.B., March 26—(Special)—"I have suffered for ten years with kidney trouble," says Mr. A. Mullin, who lives in this place. "I tried all kinds of medicine, but they did me no good. I was laid up for three months. I couldn't move only with crutches when I got up from my bed. I used seven boxes of Dodd's Kidney Pills and I am now able to do a considerable lot of work. I think by the time I have taken a dozen boxes I shall be in good health again."
Dodd's Kidney Pills are purely and simply a kidney remedy. They strengthen the kidneys and enable them to do their full work of straining the impurities out of the blood. Healthy kidneys make a healthy body.
Ask your neighbors if Dodd's Kidney Pills do not make healthy kidneys.

T. A. FOLK ENTERTAIN TO-NIGHT.—In keeping with their weekly programme of lenten entertainments, the Literary and Amusement Committee of the T. A. Athletic Association have arranged a variety concert, to take place to-night for the benefit of members and their friends.

after smoking—
get rid of
that tobacco
breath with—
LIFE SAVERS
they take
your breath
away—
at all stores.
GERALD S. DOYLE,
Distributor.

NEW SPRING
STOCKS
JUST IN TIME
FOR EASTER.

S. L. LEVITZ & CO.

A STORE
WITH
SATISFIED
CUSTOMERS.

CATERERS OF LADIES' APPAREL

Spring Suits, Coats and Dresses

WOMEN and MISSES CAN BUY THEIR NEW SPRING APPAREL NOW, AT SAVINGS THEY NEVER IMAGINED POSSIBLE.

New Suits

SUITS in boyish fashions. In mixtures and Tweeds, in Poirer Twill and Serges. All sizes; all new models

\$ 17.50
up to
\$30.00

New Dresses

DRESSES in exclusive fashions. Dresses in Cantons, Laces and Satins—Roshanaras, Twills—all the new style touches; all sizes

\$ 6.50
up to
\$28.00

New Coats

COATS in Plaids, Polaires, Tweeds, Velour Cloths, Bolivia Cloth—all the new shades and styles. In fact all the New Coats for Spring

\$ 10.50
up to
\$30.00

NEWLY PURCHASED Waists

Fine quality Crepe-de-Chine, in new shades of Grey, Blue, Camel, Blue and Black

\$2.98 up to \$7.00

Waists

All the new plain and pleated models; all colors and sizes

\$3.98 up to \$7.00

SPECIALS

Women's Bloomers 38c.

Extra Values.
Easily worth 90c. each.

Children's Bloomers

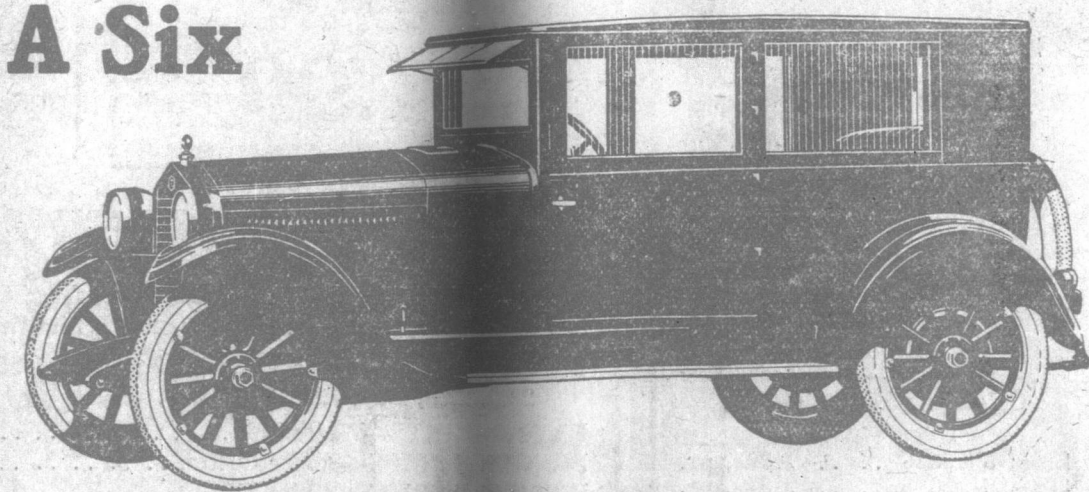
Values at 60c.
Buy two or three. Only 18c.

S. L. Levitz & Co.

Adjoining Roper & Thomson's, Jewellers.
256 Water Street
mar27.21

The New Essex

A Six



BUILT BY HUDSON UNDER HUDSON PATENTS ESSEX CLOSED CAR COMFORTS NOW COST LESS THAN EVER BEFORE

Also with this lower price you get an even more attractive body and a Six Cylinder Motor built on the principle of the famous Hudson Super-Six.

It continues Essex qualities of economy and reliability known to 155,000 owners. It adds a smoothness of performance which heretofore was exclusively Hudson's. Both cars are alike in all details that count for long satisfactory service at small operating cost.

Greater fuel economy is obtained. The car is lighter, longer and roomier. You will agree that from the standpoint of appearance, delightful performances, cost and reliability, the New Essex provides ideal transportation.

A. E. Hickman Co., Ltd.,

DISTRIBUTORS.

mar25.31, tu, th, s

FINED \$50.00.—A resident of New Gower Street was convicted and fined \$50.00 in the Magistrate's Court yesterday, for selling smuggled cigarettes. Mr. J. A. Barron was Crown Prosecutor, with W. J. Browne, for the Defence.

KEEP MINARD'S LINIMENT IN THE HOUSE.

Shipping.

S.S. Fraser arrived yesterday with a cargo of coal consigned to A. E. Hickman & Company.

ACKNOWLEDGMENT.—We wish to thank Messrs. Harvey & Co., agents for the Red Cross Line, for a very useful desk calendar and paper clip.

CURLERS' CARD TOURNAMENT.—The members of the St. John's Curling Association are arranging for an auction forty-five tournament to take place in the Rink to-morrow (Friday) at 8 p.m. Suitable prizes will be offered and an enjoyable evening's amusement is assured.
MINARD'S LINIMENT RELIEVES NEURALGIA.