

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

(H. F. SHORTIS.)

But whilst those old skippers were most familiar with their crews on shore, and even on board ship in a general way, they never permitted any one to interfere in the working of the vessel. They were in supreme command, had full confidence in their own ability, and as a rule the crews had full confidence in them. But I remember upon one occasion, a fellow, who imagined he knew everything, was quickly put to the right about. Old Capt. Smart was ready to sail for the ice-floes in the splendid brig Mountaineer (about 180 tons), and he had every stitch of canvas on her and flags flying gaily to a breeze from the south west. There was ice in the harbor, and he had a stern line to another vessel that was moored nearby—all ready to let go at the word of command. One of the crew was late in going on board, and after stowing away his box and bag, went on deck, and seeing the line was still made fast to the other vessel, remarked to the captain, "Sir, the stern line is still made fast." The face of the old skipper became almost unrecognizable with wrinkles, his eyes flashed through the green goggles, his hands worked like the daddies of an old hood when excited, and in a voice better imagined than described, he hissed forth, "I feel that there is only one mainmast in the brig Mountaineer, and there is only one captain, and that is me, Martin Smart. So take yourself and your box to Hells-bells ashore out of this." And ashore he had to go box, bag and bedding.

REMUNERATIVE WAGES.

It is considered somewhat wonderful nowadays if the crews of any of our steamers share one hundred dollars per man, but in the days of the sailing fleet two hundred dollars a man was looked upon as no very unusual occurrence. In the year 1856, Frederick Hiscock's crew, in the brigantine Foam, shared two hundred dollars per man, and Capt. Harry Andrews' crew, the same year, shared two hundred and fifty dollars, which I should say was the best bill on record for the one trip. In 1873, Capt. Nicholas Hanrahan's crew in the brig Glengarry (198 tons), shared over two hundred dollars, having landed nearly 11,000 seals which has never been beaten in a sailing vessel. In the year 1856, the famous Capt. Wm. Kneen's crew shared two hundred and fifty dollars in the brigantine Ice King. They received their money in silver dollars at the Bank, which they placed in their caps, and the thirty-four of them raised a regular commotion in St. John's as they proceeded down water street to their vessel at Brookings' wharf, bare-headed, hugging their caps well filled with specie. Capt. Kneen's next vessel was the Stella, in which he was also very successful. He was also in the steamship Kite ten springs, and the steamship Falcon five springs. Capt. Kneen was one of our most successful and competent seal-killers and possessed as interesting a personality as I have ever met. In the year 1857, Capt. George Dyke sailed in the Balclutha

from Pool's Island and Capt. Samuel Winsor sailed from Wesleyville in the brigantine Mary Ann of 97 tons. He got as far as the Funks, when he carried away his spars over the side. He got back to Greenspond, repaired, sailed on the 17th March and brought in a full load of seals. He then purchased the Oban and was very successful.

FLINTS AND STEELS.

I have made reference in this article to the flint and steel being a necessary adjunct to the fit-out of the sealers in the old days, and I may here state that there are still a few of them kept as relics among my acquaintances, polished up brightly and occupying a conspicuous place on the mantel-piece in one or two houses in Conception Bay, and probably there are a few in St. John's. I can remember when the lucifer match first made its appearance in Harbor Grace, or, at least, the first time it came under my notice. As I look back I can call to mind old George Voisey, an English rigger, who procured several boxes of them, presumably from the captains of English schooners, and old George turned the wonderful invention of that day to great financial account, as he used to charge all of us youngsters (and the curious amongst the old folks also) a half-penny to witness him striking a match on the bottom of his wooden box which was hexagonal in shape, and the matches when struck sent forth a volume of flame almost as bright and fascinating as a display of fireworks during an election campaign. The matches of those days were far larger than they are to-day, and, if I remember rightly, cost sixpence per box.

FAMOUS SHIPWRIGHTS.

In the days of the sailing fleet the shipwrights, sailmakers, tinmiths, blacksmiths, wood-cutters, etc., etc., were always sure of employment, more especially from the month of December until the last of February. In all the principal parts of the Colony, vessels were to be seen in course of construction or repaired, and some idea of the amount of work done may be formed by the subjoined list of vessels built and repaired by the well-known master-builders, the Pittmans, of New Perlican, and Samuel Mitcham of New Harbor during the sixties and seventies of the past century, and, of course, there were many more put out of hand by them, of which I have no account. There were also other great builders such as the famous Michael Kearney, Stowe, Warren, Rowe, Bemister, Congdon, Stevenson, Rockwood and many others. Some of those vessels made record passages in the foreign trade that have never been broken. The Pittmans, of New Perlican, put out of hand the Eliza Janet, Jim Crowe, Corsair, (the last two for Mr. Howley, the merchant of St. John's, father of the late Archbishop Howley), Crusader, Favorite, Mary, Ruby, Scotia, Netherlton, Avalon, Gypsy, Hope, Adam Avereil, Dominion, and many others. Mitcham, of New Harbor, built and repaired the Sweet Home, Amanda, Emma, Fond Mother, Rose, Iona, Mary, Volunteer, Queen of the Fleet, Phoenix, Minnie, Britannia and Jenny Lind. The Newhooks, of New Harbor, the great rivals of the famous Michael Kearney, were masters in marine architecture, and as far back as 1831 old Mr. Newhook built the brig Charles for the firm of C. F. Bennett & Co., St. John's, which made one of the quickest passages on record. She left St. John's on a Friday evening at 4 o'clock, with Mrs. C. F. Bennett as passenger, and on the following Sunday week Mrs. Bennett was attending Divine Service in the Cathedral at Bristol, at eleven o'clock a.m. The Newhooks also built such famous ocean greyhounds as the Tasso for Stubb, Rowe & Holmwood, the barques Fleetwing and Queen, for Barnes & Co., St. John's, and Puntun & Munn, Harbor Grace, respectively, and the brig Maggie, for W. J. S. Donnelly, as well as numerous others. But to my mind none of them could equal Kearney's barque Rothesay, which he built for Puntun & Munn, about 1852. Of course it is impossible to give a full list of the vessels built by our celebrated master-builders, but the above is sufficient to give an idea as to their ability in marine architecture, and the ships put out of hand by them were always able to hold their own with any of the clippers on either side of the Atlantic.

THE PASSING OF THE SAILING SEALER.

But with the arrival of the steamers to prosecute the sealfishery, the great fleet gradually dwindled down, until to-day, not for years past, has there been one of them employed in the sealfishery. I suppose the same evolution will take place, in the course of time, with regard to the Labrador fishery. Already steam has begun to get in its work, and the motor boat and the small-sized steamer will eventually place our great fleet of



Fancy Linens

There is a greatly increased demand for Linens in every shape and form and a corresponding scarcity in the world's markets. Our buyer was instructed to put forward every effort to secure sufficient quantities to supply our probable needs.

When you see the splendid assortments that have arrived, you will at once admit that he has been very successful.

New Tea Cloths.
Tray Cloths.
Table Cloths.
Sideboard Cloths.
Table Centres.
Pillow Cases.
Bolster Cases.
Cushion Covers.
Linen Bags.



Dress Fabrics

are now on display here. Hand-some materials of Silk, Wool and Cotton in a huge variety of weaves and colors suitable for Spring wear—all dependable in quality and reasonable in price.

The world is full of Spring-time,
As the sky is full of blue,
And the air is full of singing birds
With songs for me and you.

New Gloves

We have received large selections of Silk, Kid & Fabric Gloves of the best makes; Staple Styles as well as Novelties; Gloves for every purpose and every occasion.

A few notes on choosing Your New Springtime Hats



No time like the present

is an old but true saying. Now is the time to choose—while the selections are at their best.

Our Millinery Department presents a very riot of color—it is indeed a storehouse of charm.

Some of the Hats are fairly a-bloom with the flowers of springtime, others are more conventional but no less attractive in style.

Come in and see them—you'll love them all.

Materials are: Straw, Georgette, Faille, Crepe de Chene, Silk, &c., in all the popular colors and Black.

The New Skirts

The separate skirt—the most useful garment in a lady's wardrobe—is very much to the fore among the new arrivals.

Styles are plainer if anything—most of them have the belted waist effect, side or patch pockets, and are trimmed with buttons.

Materials are—Tweeds, Eolienne, Taffeta, Gabardine, Serge and Alpaca.

In Plain Colors and Fancy Plaid designs.

The New Costumes

The newest styles for Spring wear—fashioned on lines of beauty and grace—are now displayed in our Showrooms. To beautiful fabrics and clever styles has been added a skill of workmanship that makes for perfection.

Well moulded shoulders, graceful collars that hug the neck closely at back—correct under-arm shaping and bust lines.

The popular costume materials: Fancy Tweeds, Serges, Gabardines, Tricotines, &c., are all developed into the new styles.

Prices run from \$10.00 to \$80.00.

The showing is something to see and something to remember.

Very important indeed is the place they occupy in the ranks of Spring Apparel.

The New Coats

Although our stocks are not yet complete, there are many smart Spring Coats showing.

Most of them are cut on conventional lines to suit those in search of a coat of many-sided usefulness.

They are fashioned of Fancy and Cheek Tweeds, Polo Cloth, Lustre, &c., in a diversity of serviceable colors.

PRICES RUN FROM \$30.00 to \$40.00.

Fascinating Blouses

Never have we shown such a wonderful selection of fascinating styles—equally pleasing in design and price.

They respond to every mood and fancy of the feminine mind.

Those made of Silk, Crepe de Chene, Georgette, Crepe, &c., are distinctly feminine—with dainty lace trimmed, beruffled and frilled effects.

Checks, Bars and Stripes are features of the new Dimity and Flax Blouses.

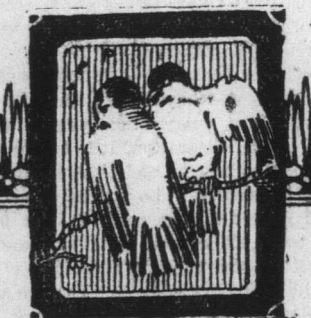
Cotton and Muslin Blouses in White and Colors—very springlike and fresh in their appearance. Wonderful Blouses for the money—any number of styles—so the selection of your summer's half dozen will be easy. Prices from \$2.25 to \$15.00.

The styles this year are varied enough to meet the needs of all.

The Royal Stores, Ltd.

New Corsets

are now showing. Styles that conform to the many new style ideas for Spring; most of them are sensible and practical.



Hosiery

of more than ordinary importance is now being opened. We have secured a large and varied assortment of the noted "Two Steeples" Hosiery for men, women & children.



T. J. EDENS.

By Rail to-day:
50 bags Local Potatoes.
5 cases Local Fresh Eggs.

By S. S. Sachem:
50 doz. 1 lb. boxes Moir's Chocs.
100 doz. 1/2 lb. boxes Moir's Chocs.
200 Moir's Cakes, 1 lb. pkgs.
Plain and Sultana.

SMALL PRICES BRING BIG BUSINESS—WE WANT THE BUSINESS.

Quaker Tomatoes, 3 lb. tin, 30c.
Quaker Tomatoes, 2 lb. tin, 25c.
Boiled Dinner, 1 lb. tin, 20c.
Eel Tongues, 1 lb. tin, 30c.
Happy Vale Apricots, 3 lb. tin, 45c.
No. 1 Salmon, 1 lb. tin, 25c.
Rice, 50 lb. bag, \$1.10 per stone.
Bonnie Belle Baking Powder, 1 lb. tin, 30c.

Due by S. S. Rosalind, Friday, April 16th:
CALIFORNIA ORANGES.
CALIFORNIA LEMONS.
TABLE APPLES—Boxes.
GRAPE FRUIT.
BANANAS.
NEW CABBAGE.
NEW TOMATOES.
CRANBERRIES.
PARSNIPS.
CARROTS.

20 cases Australian Rabbit, 1 lb. tins.

T. J. EDENS.

151 DUCKWORTH ST.
(Next to Custom House.)

The "Titanic" Disaster.

The loss of the "Titanic" on the night of April 14, 1912, was the most tremendous single ship disaster in the annals of the sea. The "Titanic," of the White Star Line, the largest vessel afloat, of 46,328 tons, left Southampton for New York on her maiden voyage on April 10. On the following Sun-

day night, which was dark but not foggy, she struck the submerged portion of an iceberg with a glancing blow which tore open a number of her compartments below the water line. There was no panic. The boats were speedily filled and left the ship. The old law of the sea, women and children first, was well obeyed. Three quarters of the total number of women on board were saved, but only one-fifth of the men. There was no room in the boats for more. Those left on board behaved with dignity and courage in the face of certain death. The band played as their regulum "Nearer, my God, to Thee." At about two o'clock in the morning the ship's bow dipped under the water, while the stern rose high in the air. She remained in this upright position a few minutes, and diverged to the ocean floor two miles below, three hours from striking the ice. The saved numbered 735, the remaining 1,636 persons being drowned in the icy water. The first telegrams received in London on the Monday said there had been no loss of life, and that the "Titanic" was being towed to Halifax. The origin of these falsehoods was never satisfactorily ascertained. The Canadian "Carpathia" had received the "Titanic's" wireless message asking for help, and arrived on

the scene five hours after the "Titanic" had sunk, and she picked up the survivors. The disaster was the subject of exhaustive inquiries both in England and America, which found that the ship was travelling among ice at an excessive speed, and recommended that sufficient boats should be carried in future on ships to accommodate all on board. The engine-room staff, all of whom perished, were found to have behaved with distinguished bravery and devotion to duty. The extraordinary nature of the "Titanic" disaster may be inferred from the fact that in the ten years 1902-11 six million persons made the transatlantic trip, and the loss of life to passengers in British ships was only nine.

APOLLO CHOCOLATES.

The candy to give to your friends when you wish to bring them particular pleasure.

"Always the Best!"
APOLLO.
PETER O'MARA,
The Druggist,
46-48 WATER ST. WEST.



The CANDY Cathart.

"Really DELICIOUS"
Cascarets
FOR CONSTIPATION
THEY WORK WHILE YOU SLEEP

PILES

Do not suffer another day with itching, bleeding, or protruding Piles. No surgical operation required, and as certainly cures you. Get a box of Dr. Chase's Ointment, 25c. a box; all druggists, or Edmundson, James & Co., Limited, Toronto. Sample box free if you mention this paper and enclose 10c. stamp to pay postage.

Stafford's Phoradone for all kinds of Coughs, Colds, Bronchitis, Asthma and various Lung Troubles. Price 35c. bot.

If you feel down in the mouth because you didn't win a sweep-stake, come along to the C.L.B. Old Comrades' Dance on Wednesday night next, where you will forget your hard luck and have a real good time.—April 22.

MINARD'S LINIMENT
CURES DISTEMPER.