

Majestic

TO-DAY

A Strong Dramatic Offering
'Every Woman's Problem'
 Starring Mrs. Wallace Reid

Majestic

TO-DAY

GULF SEAL FISHERY.

Historical and Exacting.

(H. F. SHORTIS)

Now that our annual hunt for the "swiles" is drawing near, the lure of the frozen pans is getting into my blood, the same as it is with so many of my countrymen. It is undoubtedly a young man's job, but none of us wish to think that we are growing old, and that we cannot (to use the vernacular) "cocky" across from pan to pan as we did when we were boys. As one of my old friends said to me not long ago: "It is a pity we cannot be boys all the time." In looking up some of my old manuscripts I came across some interesting old documents relating to the period when Englishmen, Frenchmen and Spaniards went hunting for seals and walrus in the Gulf of St. Lawrence, over three hundred years ago, and as no very little is known about those far-back days I will try and give the readers of the Telegram all the particulars in my power. These times date back to the very first discoveries of our country, but it is my firm belief that the Biscayans, as they were called, frequented these waters long before John Cabot made his famous voyage. The very name of our splendid harbor, Port aux Basques, at the entrance of the Gulf on the side, and Sydney, the best harbor on the other side, which previous to 1800 was always called Spaniard's Bay, is positive proof that the Spaniards were the first to prosecute the fishery in these local-

ties on an extensive scale as early as the days of our country. The headquarters for the walrus, or the "morse," as they are called in the old manuscripts, was at the Magdalen Islands—then called Ramea Islands, and I have no doubt, "morse" is the Basque name for these animals. Another place that they frequented was the island, now well known as Ramea, off our Southern Coast, as occasionally their teeth can still be found there. In 1554 Jacques Cartier, on his first voyage, after calling at Catalina (then called St. Catherine's) passed through the Straits, and after sailing south he sighted the Magdalen Islands, and named one Bryon Island. He saw beasts as large as oxen, which had two great teeth in their mouths like elephant teeth and live in the sea.

THE ENGLISH TAKE A HAND.

In 1589 George Drake of Apam, England, is said to be the first Englishman to prosecute this fishery within the Gulf of St. Lawrence, which the old chronicle says "was a fruitful trade, worked by the Bretoners of St. Malo and the Basques of St. Jean de Luz, within the Straits of St. Peter, which is the entrance between Newfoundland and Cape Breton." In 1594 we have an account of Richard Jones, the British ship "Grace" of 35 tons, but he must have been late in the season as this fishery is all over in April, May and June during the breeding season. In St. George's Bay he found two large Biscayne ships, which had been lost three years previously, with some 700 or 800 whales. Only three Spaniards had escaped from the wrecks, and were brought back to St. Jean de Luz. (Prowse in his history mentions that over 300 Basques lost their lives one year, being caught by early ice in the Gulf, and perished during the winter. This was probably the same occurrence). Richard Jones then proceeded to Placentia where he found between 60 and 70 sail from St. Jean de Luz and Silliburo, which is the port adjoining at the head of the Bay of Biscay. In 1597 Charles Leigh of London fitted out two ships "Hopewell" 120 tons, Wm. Crofton, master, and "Chancewell" 70 tons, Stephen Benner, master at the sole charge of

Charles Leigh and Abraham Herwick of London. They left Gravesend (London) April 8th, 1597, touching at Falmouth April 28th (probably for water) and arrived at the Bay of Assumption during May. This is undoubtedly Conception Bay, and they were not particular in spelling in those days. They then proceeded to Perrillon (Ferryland)—arriving there the last of May. On June 19th they cast anchor at Isle of Menago to the north of Cape Breton. "We had lost our consort the 'Chancewell' in the fog and proceeded, hoping to find her at Ramea. June 14th, came to the Bird Island, saw morse or sea-oxen, which were asleep on the rocks, but when approached cast themselves into the sea, and pursued us with such fury that we were glad to flee from them." June 16th arrived at Bryon's Island, caught some codfish and turbot. June 18th came to Ramea Island approaching harbor of Hahabolla, cast anchor, found four ships there—2 from St. Malo and 2 from Silliburo. Met the two captains of St. Malo, but the other two did not come aboard. Sent for them to bring their charter parties and evidence of nationality. We requested them for our letter security peacefully to deliver up their powder and ammunition, promising that if we found them French subjects it would be returned safely to them. They refused, and we told them we would hold them as **SAFETY FIRST.**

Still refused, so we sent a boat with men and got the victory over them, but our men, contrary to our instructions, started to pillage the Basques. We sent another boat to forbid our men, but the crew were more anxious to pillage than the first. Whereupon Capt. Leigh went himself and took the goods away from his men and returned them to the owners—save the powder and ammunition. Capt. Leigh was certainly working on the idea of "safety first," and we must remember that England was then only getting over the effect of the "Great Spanish Armada," and the whole country was undoubtedly following the vigorous policy of "Good Queen Bess," but from subsequent events it looks to me that Capt. Leigh had arrived too late on the scene for a successful sealing or walrus voyage, and like many more in our own time, was not adverse to taking a few pans of seals rather than return with empty hands.

CAPT LEIGH CONTINUES HIS STORY.

On further examination I found that one of the ships was French and the other was Spanish. A mutiny started on our ship, as half of our men insisted on taking possession of this ship, but this was prevented by 300 Frenchmen, with the help of 300 of the native savages, who came to their assistance and were prepared to fight our men. These Frenchmen took Ralph Hall, our boat-swain and a boat's crew prisoners, and demanded the return of their powder. We considered discretion the better part of valor, and surrendered the powder to them, as it was our intention from the first. "Capt. Charles, master of the largest St. Malo ship now came aboard and demanded our great boat or shallop, which we had purchased while at Ferryland, claiming that it belonged to him." "Capt. Charles and 12 of his men were now on the deck of our vessel and while we were talking we were almost betrayed, as the basques tried to board us, but when we saw the treachery of our supposed friends, we threatened to fire on their ship, which discouraged them from their purpose. They did not return our boat-swain and crew, but demanded our big boat and ordered us out of the harbor. While we parleyed with them our boat-swain and crew jumped into a boat and returned to us. We now determined to be gone from there, as we were the weaker, and three vessels preparing to board us. We were moored by anchor from the shore, and asked them to cut it in the hawse and made sail."

CAPT LEIGH'S JOURNAL.

June 26th.—We arrived on the west side of Isle Menago for water (Cape Breton).

June 27th.—We met 8 men of the "Chancewell" our consort in a shallop, who told us that their ship had been wrecked on the Cape Breton coast. She ran on a rock, but they had got her off, and beached her, but the crews of some other vessels at once robbed and spoiled all they could lay hands on. We at once proceeded to the wreck of the "Chancewell" and found there a ship belonging to Silliburo. We secured what things we required and let them have what was left. We met the savages, who called this harbor "Clibo." We then went to Newport, which is three leagues from English Port. We found there another ship—the "Santa Maria" of St. Vincent. We found they had taken a lot of

goods from the "Chancewell," which we demanded back, and on their refusal, we had a fight. The Spaniards were now largely reinforced by their friends in the next harbor. "Mr. Charles Leigh and his partner were taken prisoners by them, and they tried to seize our vessel, but did not manage it. During the fight Mr. Leigh and Herwick and the crew managed to secure the shallop which was alongside the Spaniard and escaped to our ship, the "Hopewell," which was outside. The following morning we were minded to go into the harbor and teach these Spaniards a good lesson, but as the wind was blowing strong in a contrary direction, we sailed for St. Lawrence in Newfoundland, where we had good hopes of finding another Spanish vessel."

CAPTURED A SPANIARD.

"July 18th.—We entered Little St. Lawrence and surprised a Spaniard who surrendered to us. Several other Basque ships came to their assistance and captured some of our men, who were fishing in their boat, and threatened to kill them unless we gave up their ship. We gave her up and they towed her to Great St. Lawrence. The same day we took three of the Spaniards' shallops and the master of one of their ships prisoners."

July 22nd.—Capt. Lawrence sent our men abroad, and we released their men, except one Spaniard, their boat-swain, which we kept as a pilot. We had advice of more Spaniards at St. Mary's, and we at once set sail for that port. We found one ship from Rochelle (France) and one ship from Belle Isle (Bay of Biscay) of 200 tons. We forced the ship of Belle Isle to yield into our mercy."

"August 2nd.—We took water and put to sea with the purpose of going to (old) Perlican, which is northward, and where we expected another prize, but we found that the sails and ropes of our Spanish ship were old and rotten, so that we decided to return at once to England."

"September 27th.—Reached the British Channel."

"September 28th.—Mr. Leigh and Mr. Herwick landed at the Isle of Wight, but the two ships proceeded to London, where they arrived safely shortly after."

SUCCESS TO SPAIN.

This is not exactly the way that our old friend Capt. Will Drake of the S.S. Viking goes sealing nowadays, but it will give the readers of the Telegram a good idea how the business was carried on in those days when the English were masters of the harbors and had plenty of competition. Previous to the Great Armada in 1588, the Spaniards were a great nation, (and I hope to see them once again judging from the rapid strides they have been making lately in developing the great resources of their beautiful country, under the rule of their patriotic King Alfonso); but we find within the next twenty years that the Basques only came by stealth to Newfoundland and under the protection of the French, to whom the British had given special fishing rights, but these Spaniards were undoubtedly the earliest pioneers in this country.

BEGINS LOADING.—Schooner Annie L. Warren has started loading at Job's for Pernambuco and will be sailing during the next few days.

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Fog at Sea.

BY MEANS OF A COMPLICATED CODE OF SIREN AND BELL SIGNALS, SHIPS TRY TO AVERT DISASTER IN "THICK WEATHER."

Fog is the seaman's greatest dread. Far rather would he encounter the terrors of hurricane than navigate a crowded channel in the grip of a close sea-fog.

It was a great disaster that revealed the defects of the old methods of signalling the presence of rocks and led to a thorough investigation of the whole system of warning during fog at sea. This disaster was the loss of the Schiller, which, in 1875, ran on the Retarrier Ledges, Sicily, with the loss of several hundreds of lives. Experiments were then put in hand by the Government under the direction of Professor Tyndall, and he discovered that the blasting of gun-cotton was the best warning and carried farther than any other sound. Since then on the Bishop Rock, near which the Schiller sank, two charges of gun-cotton are fired every two minutes during fog.

At Flamborough, another danger spot, a rocket throwing a blast of gun-cotton six hundred feet into the air has been found to be successful. Ships have a complicated code for letting each other know their direction and whereabouts, but, in spite of this, navigators are never at ease during fog. "Wind-jammers" use the fog-horn proper, a bellows-like contrivance worked by hand, and sounded once every two minutes. If on a star-board tack, twice if on a port tack, and three times if sailing before the wind.

The steamer sounds a long blast every two minutes and two short blasts every two minutes, and their captains detect being near their sailing brethren, as, owing to more frequent signals of the latter, it is difficult to ascertain the number of ships in the neighbourhood. One-sailed vessel "proceeding slowly" will sound the anxious skipper like a whole fleet sailing in every possible direction.

IT RUNS "IN STREAKS."

A vessel towing another sounds one long and two short blasts every two minutes, and—making things more confusing—so does a vessel not under control, one of the most terrible things for other ships to encounter either in fog or clear weather.

Shippers not under the obligation of keeping a time-table may give up the task of navigation and drop anchor. Then their signal changes; it becomes the sounding of the ship's bell for five seconds every minute.

Seamen say that the most nerve-racking encounter in a fog is to run in with a fleet of "drifters." These vessels give one blast of the foghorn and a ring of the bell every minute, the resultant noise from every

of the compass being enough to any skipper's hair grey. As the danger of running down a vessel there is a risk of cutting away masts and getting one's propeller fouled.

Fogs at sea seem to excite the fish ingenuity in the harvesting of herring. They drop suddenly, and suddenly, and run in "streaks." They seem the masts of steamers sticking out above a sea of fog, have heard their furling sails as they dodged one another and wished that I could tell them a hundred yards south was danger, rather for all.

Trying on His New Suit

at STRANG'S tailor shop, the young man finds it very becoming and fitting. A New Year Suit, with all the new style ideas at a moderate price. Why not take the hint and order your New Year Suit here now? Fit, style, cloth, tailoring, wear and price will appeal to you.

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And they are 1923 cars introduced in 1923—with 1923 refinements and betterments. Each is its own guarantee of a continuing leadership. Studebaker has gone far beyond current practice to make these cars the motoring feature of the year. They embody every important improvement known to fine car manufacture.

Owing to increased production due to large extensions in plant facilities, Studebaker is giving greatest dollar for dollar value it is possible to obtain.

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Light Six Cylinder Model

112" Wheelbase 40 H.P.

TOURING \$1,635
 ROADSTER 1,615
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119" Wheelbase 50 H.P.

TOURING \$2,090
 ROADSTER 2,040
 COUPE 3,100
 SEDAN 3,225

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Feb 19, 1923