

WADHAMS—1852.

ARTS.

After this he saw the other three men going in an off direction, when he called to them to keep on the largest pans of ice they could find, but shortly after this a heavy sea swept over them and he saw no vestige of them afterwards.

Since that time Reid was unable to get from the Funk Island, but kept up signals and fire in the hope of attracting the notice of some passing vessel, until about the 23rd of March the sealer Coquette, the famous Capt. Joe Houlihan, Sr., in command, came to his relief, took him off the Funk Island, and arrived with him in St. John's on April the first. The Coquette landed 5,500 seals.

The Pursuit reported the schooner about 20 miles southeast of Cape St. John's, and a heavy sea, which was at the vessel's deck, carried away the mast and washed one man, James Gannett, overboard, besides severely injuring three others of the crew.

The Pursuit reported the schooner, the Young master, and Mary, the master, were lost off Cape St. John's, the crews of both vessels being saved.

The Pursuit reported the schooner, the Billow, Comerford, master, had been on arrival; one of the crew had been on board; the boats of the schooner had to be thrown overboard in the great gale.

The Pursuit reported the schooner, the Gleaner, brought the Amun, belonging to Ridley & Co. (Harbor Grace), which they fell on the 14th, abandoned, having 1,400 seals on board.

The Pursuit reported the schooner, the Argyle, Butt, master, had been on arrival; one of the crew had been on board; the boats of the schooner had to be thrown overboard in the great gale.

The Pursuit reported the schooner, the Orestes, brought in the Gem, belonging to P. Rogerson & Son, with 1,400 seals.

The Pursuit reported the schooner, the William, of Trinity, sent in here a prize by Capt. T. Cummins, brought in Capt. Joe Houlihan, Jr., and 23 of the crew of the brig Caladonia.

Part of the crew of the Helen, Nosworthy, master, owned by Messrs. Bowring Bros., arrived in St. John's overland from Bay Bulls. The vessel when lost had 1,400 seals on board.

The Kingalock, Capt. Burke, brought in the Dash (Barron) and the Caladonia (Houlihan, Jr.), which vessels were abandoned at the ice.

The Gannett, Cahill, brought in part of the crew of the sealer Christiana.

The crew of the Western trader were brought to St. John's, that vessel having been lost at the ice, and the arrivals during the day brought most disastrous reports of the loss of other vessels.

Two hundred men in the deepest distress were brought in from Greenspond.

Part of the crew of the brig, Elizabeth, Silvey, master, are on one of the Wadhams Islands. It is reported that they have 4,000 seals on the island.

The John Martin, reported to have been lost, was safe at Greenspond, a correspondent writing from Ex-

plains said under date of May 13th, "That a number of sealers were jammed up at the head of Green Bay, most of them with good trips aboard, which, however, were running to oil in the vessels' holds, and it is feared that if they did not soon get clear there would not be one lead saved out of nearly 20 cargoes. Deer were very plentiful, and going to the northward. Three schooners had been built around there during the winter. One mill had been put up and another was in course of erection.

Accounts from Exploits, Burnt Island, states that part of the crew of the Gratitude, of Fogo, had come on shore there and proceeded home; they had been pumping out oil, for some time; the ice was still jammed in the bay.

About June 1st, 1852, 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 to the northeast 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.

On the 25th June, a full-rigged ship called the Morley, 685 tons, White, master, and bound for the port of Liverpool, G.B., from St. Andrew's, N.B., 14 days out, timber laden, was lost at Broad Cove, St. John's. Crew saved, the vessel a total wreck.

An early call of the House took place, when a Committee of Management was appointed, consisting of Messrs. Little, Job and Shea, for adopting prompt measures to afford immediate relief to those crews of our shipwrecked and distressed Sealing Fleet, who had been recently wrecked on the eastern coast of the island.

The Committee, on the same day, with other members of the Assembly, waited upon the Governor with an address on the subject, which received his assent. Since then the Committee have made every necessary arrangement to afford prompt and effectual relief to those crews.

The vessels engaged for this perilous expedition are all ready to start, and are only waiting for the first slant of fair wind to be off.

It would appear that the Opposition papers were just as ready to strike out from the shoulder as are our various newspapers of the present day. Here is a sample: "Many of the crews of the Shipwrecked Sealers having arrived in St. John's within the last three days in the most deplorable condition—it is the imperative duty of the Government to provide for their immediate relief."

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the Great difficulties they had to contend with, many of the sealing fleet secured a paying voyage, and amongst them I mention the following:

Vessel	Captain	Owner	No. of Seals
Chedabucto	.. Cole	J. & W. Stewart	.. 2,500
Witch	.. Bartlett	W. & H. Thomas	.. 2,000
Margaret	.. Cummins	Job Bros. & Co.	.. 3,700
Iris	.. Knight	J. B. Barnes & Co.	.. 1,800
Hound	.. Whelan	McBride & Kerr	.. 4,000
Dolphin	.. Gosse	R. Alsop & Co.	.. 1,900
June	.. Stanford	L. Macassey	.. 2,800
Creole	.. Stanton	Brookbank & Anthony	.. 3,700
Scottish Lass	.. Neal	McBride & Kerr	.. 3,500
Gazelle	.. Davis	W. & H. Thomas & Co.	.. 2,900
Dove	.. Humphrey	J. & W. Stewart	.. 400
Kirland	.. Lynch	J. & W. Stewart	.. 2,200
Lena	.. Feehan	Bowring Bros.	.. 3,800
Terra Nova	.. Percy	McBride & Kerr	.. 1,500
Normal	.. Lynch	L. O'Brien & Co.	.. 2,000
Gannett	.. Cahill	McBride & Kerr	.. 1,000
Tweed	.. Shea	McKay & McKenzie	.. 1,000
Kingalock	.. Burke	L. O'Brien & Co.	.. 3,000
Seafarer	.. Ryan	Honnell & Co.	.. 3,000
Coquette	.. Houlihan, Sr.	Honnell & Co.	.. 3,000
E. M. Dodd	.. Nurse	W. & H. Thomas	.. 5,500
Friends	.. Duff	R. Alsop & Co.	.. 2,500
Eunice	.. Mercer	Bowring Bros.	.. 1,400
Isabella	.. Spracklin	Stabb, Rowe & Holmwood	.. 1,400
Billow	.. Delaney	Baine Johnston & Co.	.. 1,400
Clipper	.. Gordon	Hunter & Co.	.. 2,100
St. John's Lass	.. Egan	Hunter & Co.	.. 2,100
Jane	.. Blundon	Job Bros. & Co.	.. 450
St. Patrick	.. Taylor	L. O'Brien & Co.	.. 1,200
Emily	.. Young	P. Duggan & Co.	.. 1,400
Gleaner	.. Pomeroy	Brooking & Son	.. 2,000
Argo	.. Cane	Brooking & Son	.. 2,000
Times	.. Morrissey	W. & H. Thomas	.. 1,800
Two Brothers	.. Stone	W. & H. Thomas	.. 1,100
Brothers	.. Bartlett	W. & H. Thomas	.. 3,400
John & Rachel	.. Taylor	Baine Johnston & Co.	.. 2,400
Nymph	.. Norman	McBride & Kerr	.. 1,000
Echo	.. Green	J. & W. Stewart	.. 1,200
Meteor	.. Tiller	J. & W. Stewart	.. 1,800
Cora	.. Jackson	Mudge & Co.	.. 3,500
Dove	.. Gordon	Hunter & Co.	.. 1,700
Star	.. Ready	J. Cusack & Sons	.. 1,700

The total number of vessels which sailed from St. John's the Spring of the Wadhams was 97, aggregating 10,236 tons; with crews of 3,562 men. The total amount insured in the St. John's Mutual Insurance Association was \$250,375. Of course many of the vessels were insured in other offices.

The following is the number of vessels that sailed from some of the outposts on that memorable year: Harbor Grace—Punton & Munn, 22 vessels; Ridley & Sons, 22; Daniel Green, 3; Patrick Devereaux, 3; Power & Cody, 3; Samuel Gordon, 2; Nathaniel Davis, 1; William Parsons, 1; Robert Walsh, 1; John Gordon, 1; William Gordon, 1; A. & H. Thomey, 1; Patrick Strapp, Jr., 1.

From Mosquito, G. & H. Gordon, 1; Arthur Thomey, 1.

From Spaniard's Bay—William Donnelly, 1; John O'Mara, 1.

From Carboneau—Pack, Goss & Fryer, 7; George Forward, 5; John Rorke, 7; W. Beattie & Co., 3; Edward Dwyer, 2; Moses Wiltshire, 2; W. H. Taylor, 2; William Brown, 1; James Forward, 1; Felix McCarthy, 1; I. L. McKelvey, 1.

Thirty ship owners of Brigus—30; tonnage, 2,749; number of men, 1,109.

Bay Roberts—James Cormack, 5; Pack, Goss & Fryer, 4; seven sundry suppliers—7; total tonnage, 588; number of men, 224.

Port de Grave—Fourteen ship owners—14; tonnage, 1,296; number of men, 492.

Cupids—Seven sundry ship owners—7; tonnage, 629; number of men, 248.

Harbor Main—Furey, 1.

Trinity Bay South—Martin Roe, 1; T. & J. Hopkins, 2; C. Pittman, 1; R. & N. Young, 2; Stephen Rendell, 2; Job & March, 1; Stephen March, 3; Stabb, Rowe & Co., 1; William Walsh, 2.

Total—185 vessels, 17,823 tons, 6,837 men.

I may here mention that the year 1852 was also a most disastrous one for our great Sealing Fleet, and I shall now publish a letter from the famous seal-killer, Capt. Edward White, written at the icefields and sent to St. John's by one of the vessels returning home, that will explain the state of affairs more clearly and fully than I can hope to do. It is the more interesting, as, as far as I know, Capt. White's letter has never appeared in print before. Capt. Edward White was the grandfather of the present Deputy Minister of Agriculture and Mines, George E. Turner, I.S.O.; who had five heroic sons at the front during the Great War. The following is the letter:

On Board the Evanthos, at Sea, April 6th, 1862.

To Job Brothers (After referring to the wind N.N.E. and E.N.E. sea, he says):—"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. While I am writing there is so much sea and the ice is so heavy that I cannot tell the minute the sides of my vessel will be driven in."

"I have been driven from the Funks since the 25th ult., tightly jammed. We are now off Cape St. Francis, and expect to be driven to Cape Race before getting clear."

"The young hares 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."

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