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One Hundred and Forty Years Ago.

Some Admiralty Records of the 18th Century.

(By an Occasional Contributor.)

From the Political Magazine and Parliamentary Naval and Military Journal, Vol. II for the year 1781 (an old book which belonged to my maternal grandfather) I have copied the following items (there are several more such) thinking they may be interesting to our readers if for nothing more than contrasting the positions of three of the nations that were engaged at war then and now, Great Britain, France and America. Enemies then, firm Allies now.

Portsmouth, May 28.—This morning sailed from Spithead the following ships with several vessels for Newfoundland, but they are brought to at St. Helena's to wait the return of the tide, viz:—Portland, 50, Admiral Edwards; Captain Luttrell; Dance, 32; Lloyd; Surprise, 28, Reeves, and Fairy, 16, Yeo. Extract of a letter from Vice-Admiral Arbuthnot to Mr. Stephen, dated Bedford off Sandy Hook July 14, 1781:—

I had the honour to mention in my letter of this date my intention of reporting some particulars respecting the capture of the Atalanta; they are communicated in the inclosed paper. The Atalanta with a gallantry that does her captain the highest honour, maintained the action some time after the Trepassey struck, until she was a wreck, in which state she was carried to Halifax. The behaviour of Lieut. Samuel Arden of the Atalanta was brilliant beyond expression. He lost his right arm in the fight, and the instant it was dressed, resumed his station on deck; where he remained until she struck, notwithstanding his weakness and loss of blood. I doubt not these matters will be thought entitled to their Lordships consideration.

NAVAL ENGAGEMENT WITH U.S. FRIGATE.

Report of Mr. Philip Windsor, (late master of His Majesty's ship, the Trepassey, in Halifax Harbour, June 11, 1781, viz:—

On Sunday the 27th May, 1781, being on a cruise with the Atalanta sloop, by order of the Commanding Officer at St. John's, Newfoundland, in lat. 41, long. 61 W. Saw a sail at three p.m. S.E. distant 4 leagues; we bore up, and came within one league; finding her a large ship. Supposed her a two decker, and night coming on we hauled our wind and sailed in sight of her all night. About twelve at noon the next day, it being almost calm and the strange ship about half a mile to leeward, she hoisted Rebel Colours and gave the Atalanta and us a broadside. We being then very nigh to each other, we then bore up close alongside of her, the "Atalanta" on the starboard, and the Trepassey on the larboard quarter and began to engage. About an hour after Captain Smith of the Trepassey was killed, upon which I sent to Lieutenant King to acquaint him thereof, in order to his resuming the command, and engaged the enemy in the same position for two hours and a half longer, and at last struck the colours in obedience

to the orders he sent me by Mr. Samuel Pitts, a midshipman of the ship. We lost five seamen killed and two wounded in the action, which ended at half past three p.m. The Atalanta continued to engage some time, and then struck also.

The rebel frigate proved to be the Alliance, Captain Edwards of the Atalanta and his Lieutenant and also Lieutenant King of the Trepassey are carried away as prisoners, and myself was left in charge of the two ships companies put on board of the Trepassey by Mr. Berry, Captain of the Alliance, who for that purpose disabled and turned the Trepassey into a Cartel brig; and have brought her in here, with directions to send the Cartel to Boston as Rebel property.

Being thus left in charge of these people I think it my duty to acquaint you thereof as Commanding Officer, requesting to be disposed of in such manner as you shall direct; and being ready to answer to any Court Martial for my share and proportion in the defence and loss of His Majesty's said sloop.

(Sgd.) PHILIP WINDSOR.

Master of the Trepassey. N.B.—The Atalanta sloop had 16 guns and 125 men. The Trepassey sloop 14 guns, 80 men.

Greenock, Sept. 21.—The Phoenix, Cunningham, arrived this day from Newfoundland. Fourteen rebel privateers from 32 to 20 guns each have been taken on that station.

U.S. PRIVATEERS IN N.F. WATERS.

Admiralty Office, October 20, 1781. The following are extracts of letters from Rear Admiral Edwards, Commander-in-Chief of His Majesty's ships

employed on the Newfoundland station to Mr. Stephen:—

St. John's, Nfld., Aug. 20, 1781.

On the 12th of July we saw a ship to windward to which the Porcia and Vestal gave chase, and came up with. She proved to be the ship Royal Louis, an American privateer from Salem of 14 carriage guns, six pounders and 100 men.

I found His Majesty's sloop Cygnat at St. John's. On the 25th May she took a small privateer sloop called the Fish Hawk, of six guns and 32 men; and on the 2nd of June following, a ship called the Mercury from Piscataway, bound to the West Indies with lumber. Capt. Lloyd in Osceola, from Lisbon arrived here the 19th May, having parted his convoy on the 28th of April off the island of St. Mary's, as their lordships will have been informed by his letter to you of the 6th May; but I am glad it is in my power to acquaint them, that his apprehension of many of them being taken was not well founded; as they have all, except the Bee and Success brigs, arrived safe with their cargoes.

The Osceola sailed on a cruise again the 16th of June, and returned the 2nd of July, in which time she captured the ship Congress, an American privateer of 18 guns, nine pounders and 120 men; the brig Active of 14 guns, six pounders, 72 men; and retook the Jenny brig, with salt for this island and brought them safe in here. She also captured the sloop Crawford, laden with tobacco; but not having heard of her since, it is supposed she was retaken soon after.

On the 7th August, Capt. Parker of the Maidstone, sent in a small privateer brig, called the Lyon of Salem, mounting 10 guns and 42 men, into this harbour, having taken her on the 2nd off Cape Chaperone. This morning a large American privateer called the Lyon, of 18 guns and 114 men, arrived here. She was taken on the 14th inst. by the Portland and Aeolus, and had been only 21 days from Salem.

UNDER CONVOY.

St. John's, Nfld., Sep. 28, 1781.

On the 3rd the Surprise and Danae arrived from Halifax, having seen the transports and trade ship safe in there, and carried in with them three American privateers, viz:—Venus of 16 guns, and 83 men; Independence of 16 guns and 83 men; and Diana of 10 guns and 37 men which they captured on their passage. They also retook the Lockhart Ross, a ship from Quebec, which had been taken a few days before by two French frigates.

On the 9th the Aeolus, Portland and Vestal arrived from a cruise. On the 2nd they fell in with and took the ship Disdain, an American privateer of 16 guns and 76 men, and retook the ship Martha, Samuel Ripp, master, from Montego Bay with rum and sugar, which had been taken two or three days before by the Disdain. On the 16th they sailed, and two days after, sent in a small privateer brig called the Captain, of six guns and 32 men.

Besides the aforementioned the Montgomery, privateer of 14 guns and 80 men was taken on the 5th August by the Maidstone.

QUEBEC AND NEWFOUNDLAND FLEETS.

The fleet that sailed for Quebec in May last, has been very unfortunate. The following twelve are said to be taken by a squadron of rebel frigates and privateers:—Potomac, Neptune, Otter, Minerva, Potomac, Neptune, Venture or Endeavour, Favourite, Jupiter, Graciosa, Tom, Glory, Delight, all rich ships, the masters and crews of eight of them have been put ashore at Newfoundland. After this disaster, all the ships designed for Quebec were rendezvoused at the Bay of Bulls in Newfoundland, in July, and to sail for port under the convoy of 5 frigates, 2 sloops and several armed ships. A letter from Quebec, dated August 24th, mentioned the arrival of the Pandora, frigate, one of the convoy from Cork. She parted with the fleets from Cork and England in the

Gulf, 65 sail; three of the victuallers had arrived August 19th, and the whole were expected every hour.

Sept. 1st.—A fleet for a market sailed from St. John's under 3 frigates, and 3 armed ships; and letters from St. John's 29th Sept. mentioned that Admiral Edwards was sailing for England, and would take under his convoy the fleet for Lisbon. Letters from Admiral Edwards have been received which say, "I am happy; all my officers and men enjoy good health, and great spirits, as do the garrison in general." This contradicts the reports spread of a sickness raging at St. John's.

The Mineral Wealth of Newfoundland.

Editor Evening Telegram.

Dear Sir,—I notice in the Family Herald and Weekly Star, Montreal, Nov. 30th, an article by C. F. Gray A.M.I.E. ex-Mayor of Winnipeg, on the Northern Manitoba Mine Fields. The writer, amongst other things says: "The Flin Flou copper deposit is one of the largest in the world, the ore body is exposed along the shallow lake bottom for about 2,800 feet, and its depth so far proved to 900 feet with a width of 300 feet. Two shafts have been sunk 500 feet apart to a depth of about 400 feet. About 1,000 feet of drilling and cross cutting has been done and engineers basing on an average price copper over years state that twenty million dollars worth of ore is already in sight by diamond drilling. This property, the writer says, has been taken over by large American and Canadian mining interests. Again the writer goes on to say, 'An empire of the future; here are 178,000 square miles of the finest region in the world practically unexplored and waiting to be developed. American capital is coming into this country but what we want is to see British capital and British labor develop this land teeming with resources.'

I am, Mr. Editor, glad to be able to voice that writer's sentiments, and I have thought that perhaps a few words with regard to the great mineral wealth of this Newfoundland of ours lying dormant, waiting for British capital to develop it, may not be out of season. Will Newfoundland wait in vain? I hope not. Hope deferred maketh the heart sick. Again, Hope springs eternal in the human breast.

For many years I have tried and hoped in interest British capital in our mineral resources as Professor Dunstan and Lord Morris can verify, but I met with little or no success, but my motto is ever being nil desperandum.

Why do Newfoundlanders act so modest and keep their mouths shut when they know that they possess a country teeming with wealth, just as great for its square miles of territory as ever Northern Manitoba possesses. Take one property for instance, the "Mother Lode," a copper property at the Great Gulf Lake, only 14 miles inland, from a magnificent shipping point. That property consists of 16 mining locations. Along the ore bank the mineral is shown at the surface for a distance of over four miles, with large pieces of "loose capping" at place, of copper bearing rock hundreds of tons in one piece. Assays from some of these gave 7.25% copper, with traces of gold; thence about 3 miles S.W. on the strike of the ore band, with part of the lake intervening we have sunk a shaft 55 feet deep and cross cut the ore body 75 feet, with no walls, but all in paying copper ore. The outcrop on this claim alone is between 1,200 and 1,500 feet long. S.W. and N.E. with surface indications that the ore continues into our adjoining claims on both sides. About a mile further west, we have sunk another shaft 45 feet deep, cross cutting about 35 feet with the same good results, the vein matter (chalcocite) at this shaft gave assays at different depths of 9-12 and 15% copper. The owners up to the present have spent on the property between 45 and 50 thousand

dollars, and they consider now that with the further expenditure of 30 thousand dollars they will be rewarded for their many years of working and waiting. As of old as in our day a man may have a talent of silver or a talent for prospecting and be too tenderfoot to rough it facing the prospectors' enemies the mosquito or the pestmist. With the knowledge that he that endureth to the end the same shall be rewarded, the directors of the Great Gulf Lake copper company have decided to "stick it out" and spend a few thousand dollars in diamond drilling the property. The G. G. L. Copper Co. does not want to sell any man "a pig in a bag" and while it is not six months past since they refused the offer of an option for a straight cash purchase for \$300,000, it is not to be wondered at knowing as they do that it is only two years since they came within an ace of closing a deal on that property for one million dollars.

They say they went into the game with something of a sporting spirit, and they are now going to see it to a finish and their motto is "never despair."

Well, Mr. Editor, the "old man" can't blame his young directors for although he has twice been pensioned off as many governments he still has some of the spunk of the old Vikings from Devonshire left in him. Apologizing for trespassing on so much of your valuable space, and thanking you in anticipation.

Yours truly,

THOS. E. WELLS, President and Managing Director Great Gulf Lake Copper Co., Ltd. P.S.—In my next note on the mineral wealth of this Dominion, I will invite to your readers that I can produce more valuable ores than even copper and in no small quantities either. However, one thing at a time and that done well is a very good maximum as many can tell.—T.E.W. Little Bay, Dec. 10, 1921.

Free to Ladies!—who buy Evangeline Boots, Shoes or Pumps—a pair of live O'Sullivan Rubber Heels attached free of charge at SMALLWOOD'S. dec16,tf



Department of Marine & Fisheries

St. John's, Newfoundland.

A Bounty of \$30.00 per ton will be paid on all schooners over 25 tons up to and including 50 tons built on and under the following conditions, viz:—

1. The keels must be laid on and after the 15th day of October, 1921.

2. The schooners must be fully equipped and ready for sea by July 1st, 1922.

3. Such schooners must be built in all respects in accordance with requirements of schedules B and C of Chapter 176, Consolidated Statutes (Third Series) entitled "Of The Encouragement of Ship Building."

4. Each schooner shall be furnished with Lloyd's tested chains of suitable size and lengths, anchors, chain-plates, deadeyes, hawsepipes, rigging, sails and spars according to tonnage, all of which shall be new.

5. Schooners receiving this bounty shall not be entitled to any bounty under the said Chapter 176.

W. F. COAKER, Minister Marine & Fisheries, 21 December, 1921. dec24,3i,ead

Red Ball Rubbers!



We have just received a shipment of these famous rubbers.

Red Ball Black. Red Ball Vac. Red Ball Black Stormking. Red Ball Vac Stormking.

Double wear in every pair. Mail orders receive prompt attention. Special prices for case lots.

F. Smallwood, The Home of Good Shoes. 218 and 220 Water Street

Why Wires Hum.

When you hear the telegraph wires humming you think, of course, the noise is caused by the vibration of the wires in the wind, as if they were the strings of a violin. As a matter of fact, this has nothing to do with the noise.

If you hold a stick straight down in a swiftly running stream, you will see a number of little eddies forming in the water as it rushes past.

Similar little whirlpools are formed in the air as the wind whistles through the wires, and it is these eddying motions of the air that make the noise

you hear. This humming can be produced without any movement of the telegraph wires.

It is for the same reason that the twigs and branches of all trees seem to "talk" in the wind. Some of them, like the oak, mutter and grumble to themselves, while others, like the pine, have a high-pitched wailing sigh. This is because the eddies made by the oak are large and irregular, but the slender pine needles can only produce a small range of thin notes.

In a wood the trees lose their individual notes and all you hear is a low sighing or moaning noise which

varies with the strength of the wind. This is the combined effect of millions and millions of whispering eddies.

If you want the best in High Class Engraving on Gold, Silver, or French Ivory, bring your goods to KARL S. TRAPNELL, 307 Water Street—nov14,ead,tf

AT THE BALSAM.—The following are guests at Balsam Place: Mr. and Mrs. F. Colombian, Cape Breton; Mr. W. J. Parsons, Hr. Grace; Mr. W. H. Greenland, Coley's Point.

—By Bud Fisher

JEFF AND JEFF

