

The several crews all united in one great body, and, with flags fluttering in the breeze, paraded Water Street, marched to Government House and interviewed His Excellency the Governor in relation to their grievance. Their demand upon steamer owners was (1) that the price of fat should be \$5 per quintal, (2) that the charge of \$3 a man, for coaling and berthing-money should be abolished, (3) that the 33 per cent increase on supplies issued to the men should be struck off, (4) and that food should be provided for men waiting to go on board their respective steamers after a certain given time.

This demand was stubbornly resisted by the owners of steamers, while their crews just as stubbornly refused to accept less favourable terms, and it looked as if an internecine struggle had taken place. For two days the strike went on, but at length the wisdom of the capitalist and the magnanimity of the sealers were shown in a compromise which disposed of the difficulty and poured oil on the troubled waters, giving the men free berths and guaranteeing \$3.50 per cwt. for their seals, and within the space of a few moments the men were on board their ships and off for the icefields. It was pretty clearly demonstrated that the delay occasioned by the strike did not affect injuriously the season's catch, there being brought in that spring 274,000 seals. The compromise should be regarded as a triumph for both parties in the dispute.

The "Greenland" Disaster.

What is generally known as "the Greenland disaster" is the most harrowing and unfortunate record in connection with the sealing industry. Great risks and hardships are frequently endured in the prosecution of the enterprise, but the country received its greatest blow, its most deadly shock in the spring of 1898, when 48 brave men of the crew of the S.S. *Greenland* perished on the icefields. On Monday morning, March 21st, Captain George Barbour put his whole crew on the ice, consisting of four watches, in different locations, intending to pick them up when their day's work of killing and panning seals was over. The morning was fine and clear and every circumstance augured for a successful day's work. At 6 o'clock in the evening, however, a blinding snow storm with high northerly winds set in and spread an awful gloom over the whole scene. Immediately the men in the first watch were taken on board, but the ice-floes soon became tightly packed together, preventing the steamer from moving in the direction of the remaining portion of the crew, and in their sad and helpless plight 48 of them succumbed to the rigor of the storm and met their fate while battling for bread on the ice-fields. On Sunday, March 27th, the steamer arrived at St. John's with the dead bodies on board, all that could be done as an expression of public regard was then accomplished, and every heart in the great community of people pulsed with the profoundest sympathy for those who were so severely stricken by the awful calamity.

Remarks on the Seal Fishery of 1905.

It will be observed that the catch of seals for this year is somewhat below the average. This is easily accounted for. By a mutual arrangement between steamer owners it was decided that the time of sailing this year should be extended from the 10th to the 18th of March. It was known that, as a consequence of the steamers striking the seals early in the spring, large numbers of immature seals were brought in and it was believed that an extended time of sailing would check the slaughter of immature seals and that a much larger proportion of mature seals would be taken and the profits of the voyage largely augmented. But an unfortunate circumstance occurred before the time of sailing, strong north-west winds prevailed driving ice and seals a long way off from the land, and because of this unusual condition the most of the captains that sailed from northern ports were baffled in their attempts to locate the "southern patch" of seals. The S.S. *Engle*, Captain Arthur Jackman, took an outside cut from St. John's and struck the seals on the 16th of March, 13 miles E.S.E. of Cape Freels, and when he bore up for home with a full load of fat, on March 26th, he was 250 miles south-east of St. John's.

The S.S. *Kite*, Capt. Job Kean, was the next arrival. When she bore up for home on April 1st she was 310 miles south of St. John's and 190 miles south of the "virgins" on the extreme edge of the bank in some fifty-eight fathoms of water. Some of the fleet went as far north as the Straits, and others bore up for home within twenty miles of Halifax.

About the first week in June quite a large number of young seals were killed by the inhabitants of Conche and Grey Islands. In the latter place the people stopped killing them, having taken as many as they wanted. At the "Horse Islands" the people killed 100 seals for a punt. Mr. Mugford and Jacob Moores, of Twillingate, killed 130 each on their way to Labrador; and it is generally believed that these seals belonged to the "northern patch" which had not been disturbed, and which must have been in the neighbourhood of Belle Isle in the Straits about the middle of March, so that if Capt. Job Kean, in the S.S. *Erik*, had continued for a few miles further north, he would probably have been first or second in with a bumper trip. This assumption is sustained by the fact that the undisturbed seals, taken not very long ago, had on