

### "I Was Terribly Weak After Baby Was Born"



Mrs. H. McClure, Norwood, Ont., writes:  
"After my baby was born, I was terribly weak and run down, with pains across my back. I had heard so much of Dr. Chase's Nerve Food that I decided to try it. Three boxes proved enough to make me quite strong and well again. I also used Dr. Chase's Ointment for a rash which broke out on the baby, and the rash disappeared completely in a short time."

**DR. CHASE'S NERVE FOOD**  
GERALD S. DOYLE, Distributor.

### Real Fishery in the Past

Notes from a Diary.

(H. F. SHORTIS.)

For so many years, it is almost impossible to get important details of the fishery in the days of our sailing fleet, which was usually the most interesting, fascinating and romantic, as well as important in our country's history. But in the past we could get particulars from our great viking men of mouth, in listening to conversation during the winter months from December to March, when they kept any record of the newspapers of those days, and the names of those who were masters, by whom supplied, and certain instances the amount of fish brought in. The newspapers carried, fifties and sixties were of a number and small in size, and references to important subjects were very brief—only three or four lines of only one old viking kept a diary of the events at the fishery, and that was Capt. Michie's. He was an exceptional man—a thorough navigator and a knowledge of medicine was utilized for the benefit of his men, without a cent of cost. He was also a very successful hunter, as his record proves in the brigantine "Argo," and other ships. I remember to have seen his diary on several occasions, but I have been unable to ascertain what became of it. It would be valuable to-day. But some of the valuable information that I have obtained from unexpected quarters, and what just happened a few days ago, my friend R. S. Munn sent me a diary, which gives interesting details of the seal fishery in the days of which I remember. As it was so very recent, when I saw it, I can remember many of the names of the ships recorded, they come up as fresh in my mind as if it had happened yesterday. I alone can remember the names of the ships, but in many cases I can remember many of the names. This is not to be wondered at, because, when we were boys, all our spare time, when out of school, was spent on board the fishing vessels when getting ready for a voyage, or after their arrival. Some of us would visit the homes of the famous skippers, and with the greatest interest to the probable whereabouts of the great industries of our country. These words of wisdom were found upon our minds, and they are sure that the following will be read by the thousands of our countrymen, at home and abroad, with the deepest interest.

April 14th—A steamer brought to Catalina with masters and crews of the Bellow, Clipper, Ernest and Susan, lost at Westward.  
April 24th—Vesta, Keefe, arrived with 6,600, brought in crew of James King. Reports Deerhound lost 7 punts with men while gunning—later 3 picked up.  
April 30th—Layton and crew brought in by the F. Smallwood, Moss, master.  
1869—First arrival, Spy, Burke, master, 1,500. Susan brings in Capt. Thos. Green's crew of the "William Wheelan" (Brig). Capt. Martin Smart arrived with 4,500 old in the Mountaineer, the best trip of the season, but Capt. Thomey was close behind with 4,100 in Isabella Ridley. This year the Elfrida (Jeffers) was lost in Mosquito Point, and her deck washed into Bear's Cove. She had 2,100 seals. Capt. Maunder in the Atlanta had 2,700. Capt. Rabbits, 1,200. E. 1871—The Confederates, Capt. Thos. Green, 3,200; Minnie, Sam Gordon, 2,800; Glenvee, Jeffers, 3,900; Matilda, Dooling, 3,200. 1871—Vessels lost: Iona, Confederates, Eclipse, Rapid, Deerhound, Sea Nymph (Davis). 1871 was a big year. Puntton & Munn landed 98,900. The best trips for sealers were Glenvee, Hannahan, 11,000. Her crew made \$213,500. I know of only two remaining to-day: James Kirby of St. John's, and John Thomey, H. M. Customs, Harbor Grace, who was a boy in her, although I think there's another named Griffin in St. John's. Glenvee, 6,000; Huntsman, 6,500; Naomi, 6,100, (first in March 30th). The Jane Ainsley, Kennedy, 3,100. Stephen Parsons was master of Naomi, Escort, Walsh, 1,700; Rival, Keefe, 2,500; Atlanta, Perry, 1,500; Islay, Brian, 2,500; Senezer, Stapleton, 4,500; Anastasia, Hennebury, 6,000; Dolphin, Parrell, 1,400; Consort, Parsons, 1,500; William, Fitzgerald (Stormy), 2,500. (The year previous he landed 7,300). Creole, McCarthy, 1,300. This was the first year the S. S. Commodore was at fishery, commanded by Capt. Alz Munden. She had 22,000 first trip. Brig Thomas Ridley, 5,300; barque Barbara, Keane, 3,000.  
The record trip of the brig Glenvee, Capt. Hannahan was 10,486 young harps, 6 old harps, 2 old hoods, value at 30/- £632.3.2. The boy Flemming had 113 seals—£34.0.3; and boy Jack Thomey (H.M.C.) 105 seals—£31.12.1. The present Mayor of Harbor Grace, elected for the 5th time was also one of her crew. She arrived on the 7th April, 1871. That year the Rescue, Capt. Sam Dawe, landed 8,263 seals.  
1872—Vessels lost: Greyhound, E. MacIntyre, Sun Flower, Mary Joyce, Cecilia, Kate, Huntsman (master, son and 48 men) Lord Clyde, Dolphin, S. S. Bloodhound and S. S. Retriever.  
**FOREIGNERS ABANDONED IN ICE.**  
Clara. She was later brought in to St. John's by a sealing vessel. Her cargo of dry fish was the subject of much litigation. She was loaded by Munn and Donnelly. I was in her for four months. A fine old vessel and was afterwards sold in Bristol, England.  
The brig John B. Campbell. Her crew were rescued by the sealer Jane Ainsley, Capt. John Kennedy, of Carbonear. Much of her gear was afterwards used on the Jane Ainsley. Another foreigner lost that year was the "Reindeer Providence." She was a Canadian, owned by Lord, Mayor and Munn in Montreal. She brought a cargo of four down in the Fall intending to take a cargo of Labrador herring back to Montreal, but the River was frozen early, so she was forced to lay up in Harbor Grace. However, when a cargo of fish was offered for her to go to Brazil, the captain accepted, and was caught in the ice. The "Mercade" was also lost. She was a brigantine in the fish trade, and was owned by the enterprising firm of John Woods & Sons, and commanded by Capt. LeBoeuf.  
It was in this Spring also that the rescue of the Caroline Brown was effected. It is an old story, and I remember it well. Capt. John Kennally of Carbonear on his way to the seal fishery in the Gulf in the little schooner A. T. Stone came across her as a derelict, and placing a full crew on board he brought her into St. John's. She had a full load of raisins. The raisins were sold at a penny (two cents) per pound, and many boxes were sold at even less than that. Messrs. Munn & Co. bought a large quantity and exported them to Montreal in the Spring, where they sold at a big price. The vessel was first laid up at Rogerson's wharf in this

city, and upon instructions from Mr. Munn was purchased for them by the famous seal killer, Capt. Alex. Graham for £235 (twelve hundred and twenty dollars). Capt. Graham when writing the firm told them he was sorry he had promised to bid for them, as if he had any idea she would have gone so cheaply he would have bought her himself. Puntton & Munn sailed her for about two or three years with that competent mariner, Capt. Val. Webber, as master, and sold her in Plymouth, England, for £700 stg. Hennebury's fine brig Anastasia was not out this spring as she had gone to Portugal with a load of fish, and was 53 days on the coast trying to get in, arriving on April 12th.  
1872.  
This was also the "Commodore" year when she brought in 32,000—the heaviest trip ever brought in for the size and tonnage at sea. 1882 was the best trip for the vessel; this year, were the brigantine William, Capt. "Stormy" Tom Fitzgerald, one of the hardest and most enterprising men in the country, with 8,000—Glenvee, Hannahan, 3,000. True Blue, Joyce, 3,500. Capt. Keane (William) in the barque Barbara, 3,500—Brighton 3,200. Sam Dawe in the Rescue brought in the remainder of the Huntsman's crew. The "Roseyears" maiden voyage brought in the Bloodhound's crew. This year, owing to Ridley's failure, Capt. Thomey was not able to go in his most fortunate brig Isabella Ridley (her model is now at the London Exhibition). Capt. Sam Blandford went in her and secured 1,100.  
1882 was what was called a "hard Spring", and it will be noticed that 1872 was almost as bad. 1882 was a repetition of the other year of the Channel. The S. S. Mastiff, as well as the S. S. Vanguard inside jammed; also 10 large vessels jammed opposite Bear's Cove, and on the outside of Harbor Grace were the S. S. Iceland and S. S. Greenland trying to get in. The blockade was not raised till April 12th when the vessels sailed, and the very next day the S. S. Commodore, which had sailed on from Peel's Island, Bonavista Bay, arrived with a load.  
The following Harbor Grace vessels were in the Channel that Spring with



### Supreme Screen Favorite at THE NICKEL TO-DAY

HARRY GARSON Presents  
**Clara Kimball Young**  
In the notable triumph of her career  
**"ENTER MADAME"**  
A sumptuous version of the New York theatrical success by Gilda Varesi and Dolly Byrne, that ran forty-five capacity weeks on Broadway. Cast also includes ELLIOTT DEXTER. 8—BIG ACTS—8

BOBBY VERNON, in the screaming Christie Comedy  
**"PARDON MY LOVE."**  
WATCH FOR THURSDAY—?—?—?—?—?

the steamers, March 1st, 3 p.m.: Escort, Rescue, Matilda, Cheele, Consort, Isabella Ridley, Senezer, Anastasia, Sisters; getting anchors trying to get out. No life in the wind. Friday, March 3rd—S. S. Vanguard towing vessels to Bear's Cove. Sailing vessels on bar excepting brig "Confederate." March 8th—Telegrams from St. John's say the Dundee ships blocked outside trying to get in. Ships coming in all had a hard time. This was the "Roseyears" maiden voyage with Capt. Scapline, and she got as far west as Halifax, where she refitted before coming down to Newfoundland.  
This year (1882) pretty well closed up the sealing voyage for the sailing vessels. After this date there were only a few ventured on it, and it was the end of our glorious fleet—the finest in 100 years.  
The following may interest my old friend, Capt. Keane and others, who are to-day engaged in our great industry. I know Capt. Keane is always eager for any information about "our glories of the past" even if it does come from a land lubber. From 1849 to 1882 the lowest price for seal fat was 21/- in 1883 it went as high as 44/- (Some of the St. John's merchants were hard hit that year. They held over the oil, and the price dropped suddenly.) In 1884 it was 40/- and in 1872 it dropped to 37/-.

### Government Loses Money

ON MOVING FOREIGN MAILS.  
Washington, Feb. 16—The United States is preparing to send a delegation from its post office department to the quadrennial meeting of the Universal Postal Union Congress at Stockholm, Sweden, which begins June 4 and will continue its deliberations several weeks. Various important questions relating to the detailed conduct of international postal affairs for the ensuing four years will be determined by the congress.

One question will be the equitable adjustment for the payment of transfers of foreign mails across the United States, as well as across foreign countries. Postal officials here point out that England is able to collect as much from the United States for shipping a cartload of American mail from Southampton to London, for export across the North Sea, as the American government can collect for taking a cartload of English mail from New York to San Francisco for shipment to Australia.

Practically all of the countries of the world are members of the Universal Postal Union and will be represented at the congress.  
Assistant Postmaster General Henderson, speaking of the matter of transit mail recently, declared if the United States could get approximately what it costs to transport the English and other foreign mails across the American continent when in transit to the Pacific countries, there would be a difference of about \$1,000,000 a year in the American postal service's transportation expenses.

### ASPIRIN

Beware of Imitations!



Unless you see the "Bayer Cross" on package or on tablets you are not getting the genuine Bayer Aspirin proved safe by millions and prescribed by physicians over twenty-three years for  
Colds Headache  
Toothache Lumbago  
Neuritis Rheumatism  
Neuralgia Pain, Pain  
Accept "Bayer Tablets of Aspirin" only. Each unbroken package contains proven direction. Handy boxes of five tablets cost few cents. Drugists also sell bottles of 24 and 100. Aspirin is the trade mark registered in Canada) of Bayer Manufacture of Monosaccharide of Salicylic Acid. While it is well known that Aspirin means Bayer manufacture, to assist the public against imitations, the Tablets of Bayer Company will be stamped with their general trade mark, the "Bayer Cross."

### Archbishop Gauthier's Letter

Following the example of the Cardinal Archbishop of Quebec, His Grace Archbishop Gauthier has issued a pastoral condemning what are termed flagrant abuses in social life. The modern dances, evil plays and indecent films are condemned and the public of Montreal is appealed to discourage these tendencies that leave only evil in their wake, while conferring no real pleasure on those who indulge in the questionable amusements. The priests of the diocese are requested to draw attention to the tendencies in prudent language and not to exaggerate conditions. Parents, especially mothers, are requested to do their share in caring for their children's welfare. It is lamented that the old home life with its genuine pleasures, is disappearing and that in this respect Montreal is becoming like other places. The senseless extravagance is condemned, the aping of others and the setting of bad example by the well-to-do. In short, Archbishop Gauthier hopes that the people will return to sanity, to healthy pleasures and to the worship of their religion, which, of course, brings health, pleasure, and happiness. People should live well within their means, use their homes, rich or humble, for social pleasure, and be true to the teachings of their faith.  
The Lenten season is approaching, and then there will be denied by the people who follow the teachings of the Church. The pastoral is opportune and cannot but have an effect for good on the whole community. As Rev. Fr. McShane recently stated in a sermon, Montreal is a city of traditions, and the people should live up to them, and not let their community descend to the level of some other modern centres in the matter of living.—Review.

### Describes Negro Dialects

AS GOOD ENGLISH OF PAST YEARS  
Stanford University, Cal., Feb. 20.—Negro syntax and pronunciation has no other origin than English, said G. P. Krapp, professor of English at Columbia University, in a recent lecture here.  
There remains no trace of any alien speech with the negroes might have had at first, Prof. Krapp pointed out. He added that his words "woodoo" and "hoodoo" might possibly be of African origin, but that "mosey," "jazzy" and "tote" and many other slang expressions spread by the American negro were ancient English derivations.

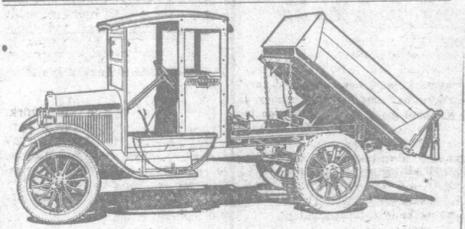
### Berkshire Typewriting Paper

There is a "Berkshire Quality" for every need.

### DICKS & CO., Ltd.

### England's Most Famous Cigarettes!

We have in Stock a shipment of the famous  
**Bear's Virginia Cigarettes.**  
COMPRISING:  
Bear's No. 1 First Quality, tins of 50.  
Bear's No. 1 First Quality 10's packages.  
Bear's Ark Royal First Quality, tins of 50.  
Bear's Elephant "Best Quality, tins of 50."  
The above Cigarettes are considered by Smokers to be the very best high class Virginia on the market.  
**CASH'S TOBACCO STORE,**  
sept29,eod Water St.



A Chevrolet one Ton Truck with Automatic Dump Body is a very reliable and sturdy unit, for hauling sand, coal, gravel and all loose materials, and a boon to contractors because all kinds of hauling can be done so quickly and economically.

The upper tail gate pins are removable to put tail gate in a horizontal position, making a general all purpose body. The use of this truck is not restricted to loose materials, but boxes, barrels, packages of any kind may be handled with great efficiency.

This Truck is equipped with the powerful, efficient and economical Chevrolet Engine, and is fitted with a three speed transmission, that makes hauling the full load over heavy grades, easy to the driver and at double the speed of any other truck of its size.

We also supply any style of stationary body to suit your requirements. We will gladly mail you catalog upon request.

WATCH CHEVROLET LEAD  
BERT HAYWARD,  
Water Street, opp. Ayre & Sons.

**OXO**  
A beverage  
A tonic  
Nourishment  
Strength  
Flavor  
Economy  
for Men  
Nursing Mother  
Growing Child  
Invalid  
The Chef  
and the Cook.  
**CUBES**  
In tins of 4, 10, 50 and 100 cubes.

### Fresh Fruit, Vegetables, etc.

Ex. S.S. ROSALIND:  
FLORIDA TOMATOES, BANANAS,  
FLORIDA CELERY, FRESH PEARS,  
WINESAP TABLE APPLES—45c. dozen.  
CALIFORNIA NAVEL ORANGES.  
FLORIDA GRAPE FRUIT.  
CALIFORNIA LEMONS.  
"SCOTTSBURN" TABLE BUTTER—2-lb. Slabs  
"CEDAR RAPIDS"  
"BEECH NUT"  
"CERTIFIED," "PURITAN," etc. } Bacon  
MOIRS' FRESH CAKES—1's Pots & Slabs.  
FRESH MILK-FED CHICKEN.

**C. P. Eagan,**  
TWO STORES:  
Duckworth Street & Queen's Road.

**BILLY'S UNCLE** Something More Durable. BY BEN BATSFORD

Panel 1: "THAT'S QUER. HE WAS JUST IN HERE HIMSELF AN' BOUGHT A COUPLE O' CIGARS!"  
Panel 2: "WELL, HE WANTS TWO MORE ANYHOW!"  
Panel 3: "DOES HE WANT 'EM MILD OR STRONG?"  
Panel 4: "I THINK THIS IS THE KIND HE BOUGHT."  
Panel 5: "THEN Y' BETTER GIVE ME SOME THAT ARE A LITTLE BIT STRONGER."  
Panel 6: "—CAUSE TH' OTHER TWO BROKE IN HIS POCKET!"