FERCUSON COULDN'T MOVE WITHOUT PAIN.

Only A Month To Free Him
Of Rheumatism And He Feels
Fine Now.

it looked like everything I ate caused indigestion. While I didn't have to give up my job, things looked pretty gloomy and I didn't know whether I would ever be myself again or not. Fine Now.

"Tanlac means health, at least that was my experience," said Morton J. Ferguson, of Halifax, well-known grocer whose place of business is lo-

"I hope I'm through with rheumatism for good," he continued, "for I think I had my share of it. My arms and shoulders hurt so bad I couldn't move without being in pain and my knees were so stiff and achey that I could hardly get around sometimes. In the mornings I was so stiff and

"That was my condition when I started on Tanlac and it fit my case

month I was in the hest of health and have been feeling fine ever since. I never feel a twinge of rheumatism cated at the foot of George Street.

near the entrance to Dartmouth anything put on the table. Tanlac certainly gets my recommendation and I'm glad to give it."

Connors, in Paradise by Mrs. Martin F. Byrne, in Upper Gillies by Heber Andrews, in Portland by H. C. Haines, in St. Joseph, Salmonier, by Mrs. J. Gushue, in Milertown by Exploits Valley Royal Stores, Ltd.,

Leaves from a Diary and Some Recollections.

fleet of sailing vessels made their last and many others. others were sold out of the country. through the heavy jamb." triumphant. The old vikings now sleep remained. at rest in the old churchyards, but LIST OF SAILING VESSELS 1876. their memory will be green forever in the hearts of all true Newfoundland-

And all that beauty, all that wealth e'er gave, Await alike the inevitable hour— The paths of glory lead but to the

grave." SIC TRANSIT GLORIA. And now we come to the period

when the heroism, daring, hardihood and perseverance of our seal-killers shall shine with a setting ray, soon about to be totally obscured, and finaily disappear from amongst us, probably forever. The old generation men; Ravenwood, M. Smart, 136 tons, had been gathered to their fathers, 90 men; Islay, S. Dawe, 140 tons, 80 and a new one had sprung up. The men; Jessie, S. Parsons, 114 tons, 75 and a new one had sprung up. The men; Sisters, N. Hanrahan, 113 tons. last act in the drama was about to be 75 men; Consort, Jas. Parsons, 96 played and the curtain rung down on the most interesting, fascinating and tons, 60 men; Cyrus, Edward Parsons, heroic period in our country's history. 89 tons, 50 men; Union, J. Lindsay, As I said before the old and worn out heroes of the ice-fields are slumbering peacefully in the churchyard, 59 tons, 30 men; Margaret, M. Davis, and some rest beneath the ocean on which they fought and gained their hard-won victories. Even the implements of their prowess and energy are fast disappearing. The historic flint-

lock gun and the artistically carved powder-horn no longer take the place of honor on the kitchen rack. They are now relegated to some outhouse or unfrequented place, and with the passing away of these, the last ves- MUTT AND JEFFtiges of our illustrious forebears will have gone forever. The spirit of friendly rivalry no longer exists. and this rivalry was the incentive which enabled the sealer of the old days to step from the forecastle to the quarter-deck as master watch or barrel-man, and from that to the command of the ship. The Great Napoleons favorite expression that "every French soldier carried a Marshal's baton in his Knapsack." may well have been substituted in the old days by the equally possible one that "every Newfoundland sealer carried a Commander's Commission in his

nunny bag." SQUARERIGGED STEAMSHIPS.

With the arrival of the steamers we still had the thousands of our famous Newfoundland sailors, who practiced their noble vocation on board those ships, they being all square-rigged. In 1866-67 we had two full-rigged ships, viz., the Retriever and Mastiff. Then we had the barque-rigged ships, such as the Bloodhound, Wolf, Nimrod, Eagle, Ranger, Neptune, the second Wolf, second Bloodhound, Hector, Commolore; brig.-rigged such as City of

In previous issues of the Telegram, Halifax; the Leopard, two-masted ant told skipper Jacob the best he I have endeavored to give a brief but schooner-rigged with high foreyard; could do for him was the old schooner comprehensive history of the days of the Walrus a high fore and main yard Jane, if he would take her. I am our great sealing fleet. I may say barque, as used in the Navy, she being looking at the old hooker nowhere that I have done so under very one of the ships of the English navy such a woe-begone specimen of mar great difficulties, as for the past fifty in her early days, as was also the ine architecture I have rarely seen. years I have been continually watch- Hawk, another warship. I could She was all down by the head like a ing and committing to paper and never understand why the yards were pig nn a potato garden, and then the publishing through the magazines and removed from our steamers. Some- set of her spars-the foremost raked newspapers of the country events and how it gave them the appearance of forward, and the mainmast raked aft. details in connection with our great being incomplete, as nothing was so in such a manner that it remunded industry of the past. Unfortunately familiar in our young days as the one of two nam-pikes on a hillock the principal part of my records were barques, brigs and schooners passing "tottering to a fall," -- far removed destroyed in the great fire of 1892, through the Narrows with all sails from all vegetation. Anyhow skipper and since then I have had to depend, set, flags flying, guns firing and crews Jacob decided to take the nautical to a great extent, on my memory. cheering. Even the old familiar monstrosity, and he managed to Fortunately very many of these events "chanties" are no longer heard in scrape up a crew of thirteen men, have been so indelibly stamped upon heaving up the anchor, or hauling the and about the first of March he sailmy mind, that very little has escaped ship to the wharf. In the old days it ed for the Guli. Nothing was heard

well, but their day was at an end. for the year 1876, and readers will the latter supplied by Mr. P. J. Fitz-Monday morning with 18,960 seals. Steam as foretold by the old vikings readily perceive what a very small | gerald. (in my own hearing in 1867) was portion of our once great sailing fleet

> St. John's. Stabb Rowe & Holmwood-Prima

Michael Tobin-First Trial, 45 tons. 28 men. It will be noticed that there was a

Harbor Grace. John Munn & Co. - Glengarry. T Fitzgerald, 189 tons, 95 men: Confederate. T. Green, 171 tons, 100 men: Isabella Ridley, Thomey, 154 tons, 90 105 tons, 60 men; Sophia, J. C. Heater, 105 tons, 60 men; Vulcan, J. Morgan, 75 tons, 40 men: Selina, Thos. Parsons, 58 tons, 30 men: Rival, W.

Porter, 79 tons, 40 men. Brigus-Atlanta, H. Whelan. 140 tons, 70 men; Matilda, S. Dooling, 115

tons, 60 men. Bay Roberts-Rescue, Dawe, 136 tons, 76 men. Carbonear -- Walrus, Dwyer, 131 tons, 66 men; Gulmare, Vatcher, 83 tons, 45 men; Catherine, Kennedy, 30 Catalina-Escort, I. J. Penny,

By Sealing Co. Harbor Grace-

Bay Roberts Anastatia, R. Henne bury, 177 tons, 90 men; Brighton, M. Hennebury, 152 tons, 70 men. C. & A. Dawe - Rolling Wave, H. Dawe, 152 tons, 70 men; Maxwelton, I. Bartlett, 80 tons, 30 men.

Carbonear. By John Rorke-Thomas Ridley, W. aylor, 164 tons, 70 men; Elizabeth, R. Horwood, 80 tons, 40 men. J. & R. Maddock-Jane Ainslie, J Kennedy, 90 tons, 45 men; Pioneer, J. Florence, 71 tons, 20 men; Mary Tanlac is sold in St. John's by M. Green, J. Pilgrim, 35 tons, 10 men. Joyce Bros True Blue, G. Joyce, 152 tons, 65 men.

THE KING OF THE GULF. In looking over the above Harbor weak it was all I could do to make it Flat Islands by Willia. Samson, in off to work. I had dull headaches that Jamestown by Christopher Haines, quires more than passing notice, viz., just took the life out of me and then and in Lewisporte by Uriah Freake. that of Jacob Morgan in the schooner my stomach was all out of order and —advt. Vulcan. For many years skipper Vulcan. For many years skipper Jacob prosecuted the sealfishery in the Gulf, and was most successful. In fact he was given the title of "King of the Gulf," owing to his year (about 1867) his merchant had was refreshing to hear the familiar of skipper bacob and the old hooker And now we are drawing to the end strains of the old sea-songs, such as during the Spring, antil the fine of our long and eventful story—to the "Haul on the Bow Line," "Johnny morning in pril she was seen saildays when the small and insignificent Boker," "Good-bye, Fare You Well," ing up the bay level with the water. I think she had 3,100 seals on board, mallant stand against the almost all- One would imagine that by having and the small crew cleared over

but surely, did our numerous fleet would be protected in case of acci- managed to bring the old traft back March 27th. The same year the S.S. decrease in numbers—some gave way dent to their machinery, and would be to port has always puzzled me. He Jan Mayne was lost in Davis Strait to the ravages of time, others were equal to any sailing vessel, and then belonged to the thriving little village on a whaling voyage, commanded by lost at the sealfishery, many were in forcing through heavy ice, when of Bryant's Cove, and he well de-Capt. Dukes. otally wrecked on Labrador, others near the seals, the sails were of as- served his title of "King of the Gulf."

SOME INTERESTING RECORDS.

played in he prosecution of the seal- old hood seals-very large. S.S. Esfishery (at least not in this issue), be- quimaux arrived leaky with a very ers:

Donna, James, 123 tons, 52 men;

Sarah Grace, Flaherty, 103 tons, 50

Sarah Grace, Flaherty, 103 tons, 50

Whole careers in his valuable book, ern bays until April. and for which he is entitled to the

> greatest honor by his efforts in preserving the records. tremendous falling off during the past not be out of place. In 188; the S.S. Polynia, Capt. Guy, was lost in Davis few years, and they were gradually Resolute, Capt. Arthur Jackman Kraits on whaling voyage. dragged in the running ice over Ire-

> > Grape:Nuts

a blend of wheat and malted barley with a particularly pleasing taste and nourishing quality that invites you to eat it Again and Again

Ready to serve from package Sold by grocers everywhere.

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Red Ball Vac Long Rubbers.

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We stock the following well known lines of rld.

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F. Smallwood,

THE HOME OF GOOD SHOES, 218 and 220 Water Street, St. John's, Nfld.

sowerful advance of steam. Slowly, a good spread of canvas the steamers three hundred collars each. How he her. She sank in twenty minutes of

1887-Reported loss of the S.S. were lost in the foreign trade and still sistance to the steam, in "forcing her The last of the sailing fleet from St. Eagle. Captain A. Jackman with all John's and Harbor Grace, respective- hands. Much excitement prevailed. They had played their part, played it I shall now give the sealing outfit ly, were the schooner Lottie and Ada, She arived in St. John's on Easter 1890-Very bad Spring. Good trips; fat being very heavy. All young taken It is not my intention to make any North with little exception. Gulf reference to the part the steamers steamers for largest part brought in

> 1891-Was very successful Spring. First arrival, the Neptune, Capt. S. Blandford on March 23rd with 32,061 But a few rambling remarks may seals. The same year the S.S.

1892—Trinity Bay disaster. Many land Rock, tearing the bottom out of boats blown off the land, and several men perished. The S.S. Falcon, Capt. first arrival was the S.S. Harlaw Job Knee arrived with her shaft Capt. Scott from the Gulf, March 29 broken.

both for landsmen and steamers. the key-board for 1900, on May 4th, 100,000 only for St. John's steamers, with 5,546 seals from the Gulf. and not 20,000 for the four Harbor Grace steamers. The S.S. Newfoundland from the Gulf, with a very small crew did well. Her crew shared \$68.00.

1894 - Was a very severe Spring in every respect. Many steamers baday for Green Eav. Heavy Ice and snow. lost two blades of her propeller. She color card.

con, Capt. Henry Bartlett, lost with all hands coming here from Phila delphia with cargo of coal.

1895-Very successful Spring. teamers were allowed to make tw trips this Spring. Some of our fleet got damaged in contact with ice.

Greenland, Mastiff and Vanguard B. Grieve, Agent, S.S. Wolf, Capt. Abram Kean lost off Fogo on March 12th-crew saved. Total catch 187,

of the S.S. Greenland, Capt. George Barbour: forty-six of her crew perish ed. She arrived here on Sunday March 27th, with 14,678 seals, and the bodies of the poor men were placed in the Sailor's Home. Total catch

1899-Very fair Spring with fleet. Total catch 268,787. 1900-A very good Spring. The with 13,318 seals, and the S.S. Nim 1893 - Very unfortunate Spring, rcd, Capt. T. Spracklin, locking un

> Diamond Dve All Your Old Things

Each package of "Diamond Dyes" contains simple directions to diadamaged Wind N.E. Good Spring mond-dye worn, shabby shirts. waists, dresses, coats, gloves, stockstorms. 100,000 seals haulded ashore ings, sweaters, draperies, coverings, in Green Bay. The fleet of steamers everything, whether wool, silk, linen, were poorly fished. The S.S. New- cotton or mixed goods, new, rich, foundland, Capt. Farquhar, sailed fadeless colors. Buy "Diamond direct from Halifax for the Northern Dyes," no other kind, then perfect sealfishery. She got 5,000 seals and results are garanteed. Druggist has marvellous results. Try a bottle teries and Flashlights.

The Week's Calendar.

FEBRUARY-2nd Month-28 Days. 7.-MONDAY. Chas. Dickens born (Died June 9. 1870.) Pope Pius IX. died, 1878. Russo-Japanese War began, 1904. -TUESDAY. New Moon. Shrove Tuesday. Constitution of B.I.S.

President Captain Winckworth Tonge, 1806. -WEDNESDAY. Ash Wednesday. Lent begins. Sir. Edward Carson, K.C., born, 1854. Cetewayo died 1884. Strs. Eagle and Prospero jammed in Green Bay ports.

adopted and first officers elected,

Eagle sailed with relief supplies, _THURSDAY Queen Victoria married 1840. Battle of Sobraon, 1846. Bombardment of Port Arthur by Japanese, 1904.

-FRIDAY. Thomas A. Edison born 1846. Welsh Guards Regiment founded, 1915. Marriage of Miss Flora Clift to Capt. J. Campbell, at St. Thomas's Church, by the Lord Bishop of Newfoundland, 1920. -SATURDAY. Boers invaded Zululand, 1900. Capt. John Clift,

M.C., Royal Nfld. Regiment, died, -SUNDAY, 1st in Lent. Declaration of Rights, 1689. Second Home Rule Bill introduced in British Parliament, 1893. Franco-American victory at Tahure,

Brick's Tasteless is the best preparation known for children who are delicate. Taken in half to one teaspoonful doses it works and convince yourself.-jan27,tf

BOVRIL.

in 1, 2, 4, 8, 16 oz. bottles, just received.

Jeye's Fluid, 30c and 45c bottle. Best Corn Flour, 1 lb.

package, 20c.

Chinese Starch by the lb. McLaren's Cheese, opal jars, 35c.

and Pimento. Cream of Wheat, 45c. pkt Cream of Wheat, \$14.75 per case of 3 doz. Puffed Wheat. Puffed Rice. Kellogg's Corn Flakes.

Post Toasties, etc.

Fresh Salmon.

Fresh Codfish

Good Quality Starch, 14c Best Quality Starch, 20c

Ingersol Cheese, Cream

FRESH FISH

Lad

CHILI

CHILI

Ern

WH In, liant wafsi and Regu Price

for Wednesdays and Fridays. Fresh Fillet Cod. Smoked Fillet of Cod. Smoked Caplin by the lb. Fresh Caplin.

Finnan Haddie. Kippered Herring. In Tins: Local Canned Salmon,

Alaska Pink Salmon, "Happy Vale" Brand,

Lobster, 1 lb, cans, 40c. Fresh Herring, large oval tins, 30c. Sardines from 17c. can.

Shrimps, Clams, Pilchards, etc.

C.P. EAGAN, Duckworth Street & Queen's Road

For your health's sake w For all ignition and lighting purposes use Reliable Dry Bat- fer Nature's answer to Co pation, "LES FRUITS."

-By Bud Fis

