

stern, which was considerably elevated, for the purpose of keeping it down, while the bow of the boat, by the force of the line, was drawn down to the level of the sea, and the harpooner, by the friction of the line round the bollard, was enveloped in smoky obscurity.

At length, when the ship was scarcely one hundred yards distant, we perceived preparations for quitting the boat. The sailors pea-jackets were cast upon the adjoining ice, the oars were thrown down; the crew leaped overboard; the bow of the boat was buried in the water; the stern rose perpendicularly, and then majestically disappeared.

The harpooner having caused the line to be fastened to the iron ring at the boat's bow was the means of its loss; and a *tongue* of the ice, on which was a depth of several feet of water, kept the boat by the pressure of the line against it, at such a considerable distance as prevented the crew from leaping upon the floe. Some of them were therefore put to the necessity of swimming for their preservation, and all of them succeeded in scrambling upon the ice, and were taken on board the ship in a few minutes.

It may be here observed, that it is an uncommon circumstance for a fish to require more than two boat's lines in such a situation; none of our harpooners, therefore, had any scruple in leaving the fast-boat, never suspecting after it had received the assistance of one boat with six lines, or upward, that it would need any more.

Several ships being about us, there was a possibility that some person might attack and make a prize of the whale, when it had so far escaped us that we no longer retained any hold of it; we therefore set all sail the ship could safely sustain, and worked through several narrow channels in the ice, in the direction I observed the fish had retreated. After a little time it was descried by the people in the boats at a considerable distance to the eastward; a general chase immediately commenced, and within the space of an hour three harpoons were struck.

We now imagined that the fish was secure, but our expectations were premature. The whale resolutely pushed beneath a large floe that had been recently broken to pieces by the swell, and soon drew all the lines out of the second fast-boat, the officer of which, not being able to get any assistance, tied the end of his line to a hummock of ice but it was broken.

Soon afterwards the other two boats, still fast, were dragged against the broken floe, when one of the harpoons drew out. The lines of only one boat, therefore, remained fast to the fish, and this, with six or eight lines out, was dragged forward into the shattered floe with astonishing force. Pieces of ice, each of which, were sufficiently large to have answered the purpose of a mooring for a ship, were wheeled about by the strength of the whale; and such was the tension and elasticity of the line, that whenever it slipped clear of any mass of ice, after turning it round into the space between any two adjoining pieces, the boat and its crew flew forward through the crack with the velocity of an arrow, and never failed to launch several feet upon the first mass of ice that it encountered.

While we scoured the sea around the broken

floe in the ships, and while the ice was attempted in vain by the boats, the whale continued to press forward in an eastern direction towards the sea. At length, when fourteen lines, about 1680 fathoms, were drawn from the fourth fast-boat, a slight entanglement of the line broke it at the stem. The fish again made its escape, taking along with it a boat and twenty-eight lines.

The united length of the lines was 6720 yards or upwards of three English miles and three-quarters. The obstruction of the sunken boat to the progress of the fish must have been immense, and that of the lines likewise considerable, the weight of the lines alone being thirty-five hundred-weight.

So long as the fourth fast-boat, through the medium of its lines, retain its hold on the fish, we searched the adjoining sea with the ship in vain, but in a short time after the line was divided we got sight of the object of pursuit at the distance of nearly two miles to the eastward of the ice and boats in the open sea. One boat only with lines, and two empty boats, were reserved by the ship. Having, however, fine weather and a breeze, we immediately gave chase under all sails, though it must be confessed, with the insignificant force by us, the distance of the fish, and the rapidity of its flight considered, we had but very small hopes of success. At length, after pursuing it five or six miles, being at least nine miles from the place where it was struck, we came up with it, and it seemed inclined to rest after its extraordinary exertion.

The two dismantled and empty boats having been furnished with two lines each (a very inadequate supply), they, together with one in good state of equipment, now made an attack on the whale. One of the harpooners made a blunder; the fish saw the boat, took the alarm, and again fled. I now supposed it would be seen no more; nevertheless, we chased nearly a mile in the direction I imagined it had taken, and placed the boats to the best of my judgment in the most advantageous situation. In this instance we were extremely successful. The fish rose near one of the boats, and was immediately harpooned. In a few minutes, two more harpoons entered its back, and lances were plied against it with vigor and success. Exhausted by its amazing exertions to escape, it yielded itself at length to fate securing the piercing wounds of the lances without resistance, and finally died without a struggle.



MAIL CONTRACT.

SEALED SEPARATE TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on FRIDAY, 30th APRIL, 1886, for the conveyance of Her Majesty's Mails, on three proposed contracts for four years, 6, 12, and 36 times per week respectively each way, between Oneida, Garnet, and Hagersville Post Offices and the respective Railway Stations at those places, from the 1st July next.

Printed notices containing further information as to conditions of proposed Contract may be seen, and blank forms of Tender may be obtained at the Post Offices of Oneida, Garnet, and Hagersville.

R. W. BARKER,
Post Office Inspector.

POST OFFICE IN RECTOR'S OFFICE,
Kendal, 19th March, 1886.



NOTICE.

SEALED TENDERS, addressed to the undersigned, and endorsed "Tender for Indian Supplies," will be received at this office up to noon of TUESDAY, 20th APRIL, 1886, for the delivery of Indian supplies during the fiscal year ending 30th June, 1887, consisting of Flour, Bacon, Beef, Groceries, Ammunition, Twine, Oxen, Cows, Bulls, Agricultural Implements, Tools, &c., duty paid, at various points in Manitoba and the North-West Territories.

Forms of tender, giving full particulars relative to the Supplies required, dates of delivery, &c., may be had by applying to the undersigned, or to the Indian Commissioner at Regina, or to the Indian Office, Winnipeg.

Parties may tender for each description of goods (or for portion of each description of goods) separately or for all the goods called for in the Schedules.

Each Tender must be accompanied by an accepted Cheque in favor of the Superintendent General of Indian Affairs on a Canadian Bank, for at least five per cent of the amount of the tenders for Manitoba and the North-West Territories, which will be forfeited if the party tendering declines to enter a contract when called upon to do so, or if he fails to complete the work contracted for. If the tender be not accepted the cheque will be returned.

Tenders must make up in the Money columns in the Schedule the total money value of the goods they offer to supply, or their tender will not be entertained.

Each attender must, in addition to the signature of the tenderer, be signed by two sureties acceptable to the Department, for the proper performance of the contract.

In all cases where transportation may be only partial by rail, contractors must make proper arrangements for supplies to be forwarded at once from railway stations to their destination in the Government Warehouse at the point of delivery.

The lowest, or any tender, not necessarily accepted.

L. VANKOUGHNET,
Deputy of the Superintendent-General
of Indian Affairs.

Department of Indian Affairs,
Ottawa, 3d March, 1886

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