

## A CONTRAST: Our Sealing Fleet in 1870 and As It Is To-Day.

(H. F. SHORTIS.)

In the year 1870 our great sealing fleet made its last stand in prosecuting the sealfishery against the onward march of steam. To those of us who remember the days when hundreds of our sealing vessels sailed from the different ports of our country in search of the Golden Fleece—the whitecoats—and view the sight as it stands to-day, the contrast is a melancholy one. What a sight it was to see one hundred or more vessels, with canvas set, flags flying, crews cheering and singing their well-known chants, the wharves and fore-shore lined with people waving their handkerchiefs and wishing the fleet speed and safe return. Even the schoolmaster's rod had no terrors for the small boy on the list of March in those days. The "swollers" were going to sail and he was bound to see them off. St. John's, Harbor Grace, Brigus, Bay Roberts, Carbonear and all the principal ports of the island were full of enthusiasm. "Who will be the first through the narrows," was the question which had his favorite ship and crew. The ladies took as deep an interest in the event as the men, and of course each backed up the ship in which her husband, brother, or lover was one of the crew. What a day it was! It was the national day—the Sealers' Day—of Newfoundland in the days of which I write. What heroes they were, and how the captains thought of the poor and needy in their return from the voyage! The flippers and carcases were always barrelled to be distributed amongst the poor—as well as the hard-bread remaining after the voyage. They never forgot the poor. The captains one and all were noted for their unostentatious charity and benevolence, but they did not wish to have such heralded through the newspapers. The rich were always open to the deserving poor, and seldom was there a vacant chair at the table. While the crew were in "collar," there was always a demijohn of good Jamaica rum near at hand, also a bag of hard bread to be used as a "grog bit," and the crew were permitted to partake of three good "forams" a day, which they swallowed with conscientious scrupulousity and systematic regularity. They would never impose on the good nature of their masters. When they returned from their voyage, volley after volley from the great sealing guns would be fired opposite the merchants' residences or business premises, and the people flocked to the waterfront, in their thousands, to welcome the fortunate ones. To-day how sadly the scene is changed. Nine steamers are employed in the prosecution of our former great industry, and their departure is hardly known or noticed by the people in general, and their return is only of interest to the owners and those who have expectations of procuring a meal of "flippers," hearts or a carcass saved in ice. I was asked one day by one of those "birds of passage" who has feathered his nest in this country, "how it was that we old Newfoundlanders always paint the 'old times' in such glowing colours?" I replied that "it was because we lived amongst them, and we honored our heroes of the past, even as England honored Nelson and Collingwood; Ireland Brian Boru; our damitese, Red Hugh, and Scotland William Wallace, or Robert Bruce." The publishing of the sublimed list of our great sealing fleet will be a happy reminder to the thousands of our exiled countrymen in the United States, Canada and elsewhere, who, in their youth, formed a portion of the vast concourse of people who witnessed, from the wharves and historic Signal Hill, their departure for the ice-floes as well as their return with good cargoes of fat or, perhaps, took part in the great slaughter when the big jowlers struck

**EE SPEAKING FROM EXPERIENCE EE**

THE DOCTOR "Waxes restful and powerful. Give him a Steedman's Powder and he will soon be all right."

**EE STEEDMAN'S SOOTHING POWDERS EE**  
Contain no Poison

E. Smith & Co.—Mary Joyce, Blackler, 60 tons, 20 men.  
CMT, Wood & Co.—Brothers, Callahan, 134 tons, 64 men.  
James Fox—Ariel, Tobin, 62 tons, 21 men.  
Baine Johnston & Co.—Jasper, Taylor, 57 tons, 24 men; Myrtle, Churchill, 55 tons, 24 men; Amelia, Ledrew, 37 tons, 15 men; Elizabeth, Kennedy, 45 tons, 19 men.  
A. Goodridge & Sons—Heron, Jackman, 137 tons, 72 men.  
1870—27 vessels; 3,286 tons; 1,534 men.  
1868—28 vessels; 3,034 tons; 1,418 men.  
H. J. STABB, Broker, H.M.C. St. John's, March 7, 1870.

**CLEARED FROM CARBONEAR 1870.**  
Supplied by B. T. H. Gould—Gauntlet, Penny, 69 tons, 25 men.  
Joseph Hopkins—Gleaner, Hopkins, 127 tons, 55 men.  
W. Griev & Co.—Jemima, Rowe, 63 tons, 28 men.  
Job Bros. & Co.—Bandit, Pearcey, 71 tons, 37 men.  
Ridley & Sons—Orient, Joyce, 132 tons, 50 men; Sweet Home, Soper, 67 tons, 32 men; True Blue, Joyce, 122 tons, 55 men; Cabot, Pike, 126 tons, 50 men.  
Panton & Mann—Ruby, Priddle, 52 tons, 35 men; Walrus, Dwyer, 131 tons, 65 men.  
William Penny—Emaine, Penny, 135 tons, 56 men; Aurora, Penny, 125 tons, 50 men.  
J. & R. Maddock—Jane Ainslie, Kennedy, 99 tons, 40 men.  
John Rorke—William, Fitzgerald, 145 tons, 62 men; Alarm, Forward, 119 tons, 56 men; Dominton, Rockwood, 80 tons, 37 men; Adam Aversel, Benson, 77 tons, 37 men; Hope, Thistle, 79 tons, 32 men; Echo, Parsons, 115 tons, 45 men; Elizabeth, Taylor, 90 tons, 33 men; Starlight, Colbert, 70 tons, 33 men; Thomas Ridley, Mortimer, 164 tons, 60 men.  
Apsey & Co.—Margaret, Powell, 75 tons, 35 men; Mary Jane, Taylor, 67 tons, 20 men.  
R. Pearce—Cecelia, Pearce, 60 tons, 19 men.  
1870—25 vessels; 2,480 tons; 1,035 men.  
1869—22 vessels; 2,204 tons; 997 men.

the main patch. I am certain that the names of the vessels, as well as the skippers, will be quite familiar to those in my own time of life, as they discuss all matters of interest in the misty past amongst the members of the Terra Nova or Cabot Clubs, or at their own firesides in the country of their adoption. They are to be found from the Atlantic to the Pacific, but their minds and hearts dwell in their own dear country, Newfoundland.

**LIST OF VESSELS CLEARED AT THE PORT OF ST. JOHN'S FOR THE SEALFISHERY, SPRING 1870.**  
P. Rogerson & Son—Aeneas MacIntyre, Pomroy, 63 tons, 30 men; Glencara, Taylor, 124 tons, 57 men.  
W. Griev & Co.—S.S. Lion, Graham, 232 tons, 127 men.  
Job Bros. & Co.—S.S. Nimrod, White, 226 tons, 150 men; Kate Cummins, Cummins, 184 tons, 70 men; Otter, Joy, 76 tons, 20 men.  
J. & W. Stewart—S.S. Walrus, Mullooney, 183 tons, 110 men; Gertrude, Jackman, 135 tons, 63 men; Convoy, Morris, 40 tons, 18 men.  
Bowring Bros.—S.S. Hawk, Jackman, 172 tons, 100 men; Grace, Noseworthy, 85 tons, 35 men; Isabella, Ryan, 140 tons, 60 men.  
S. March & Sons—S.S. Osprey, Knight, 176 tons, 115 men.  
Stabb Rowe & Co.—Leader—Prima Donna, James; Sarah Grace, W. Kellergrow—Magic, Jackman, 145 tons, 60 men.  
W. H. Mare—S.S. Merlin, Ryan, 247 tons, 142 men.

# COLUMBUS

## Rubber Footwear

### High and Low Rubbers--Rubber Boots

The popularity of "Columbus" Rubbers is a triumph. There is a style and size to suit every member of your family, old and young.

Every pair is made of genuine, thoroughly dependable Rubber by competent workmen. That is the secret of their wonderful quality—their durability, comfort and keep-shape appearance—the reason for their being, by far, the finest Rubber footwear values obtainable.

True economy reckons the service rendered as well as the price. Having bought a pair of "Columbus" Brand Rubbers, you are in possession of the most serviceable pair you ever wore.

Get them at your Dealer's or visit our Retail Store on Water Street.

ALL LINES ARE NOW OFFERED AT SPECIALLY REDUCED PRICES.

# THE CLEVELAND RUBBER CO.,

166 Water Street, St. John's, Nfld.

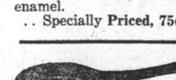
**Store News.**  
Our buyer is now back from New York and we are busy opening new goods every day. It will pay you to visit our store.  
W. R. GOOBIE.



**Ladies' House Dresses.**  
Assorted patterns, \$1.65



**Enamelled Rinsing Pans.**  
These are stamped from one piece of steel and given three coats of enamel.  
Specially Priced, 75c.



**Fry Pans.**  
Light weight with strong handles, only 39c.

## HERE ARE VALUES

The like of which are seldom seen!

<b>Ladies' Raglans.</b> This is good value, only \$12.80 each	<b>Boys' Pants.</b> American cut. This is good value, \$1.65 per pair	<b>Fire Shovels.</b> This is good value, 10c.
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**Babies' Warm Jackets.**  
Every baby needs one of these warm jackets, knit or crocheted of bright pretty yarns, wrist bands fit the wrist snugly to keep tiny arm from cold,  
98c., \$2.25 each

**Deep Tin Dish Pan.**  
They are extra deep, riveted handles, full weight; a big value at this price . . . . .39c.

**Neat Hair Nets.**  
Imported Nets of sterilized human hair, fine mesh and invisible; in shades to match your hair . . . . .10c., 15c. each

**New Corsets.**  
True Corset economy lies in buying the right Corset. This Corset will give you comfort. Price right . . . \$1.49 per pair

**Ladies' Long Sleeve Singlets.**  
This is superior value and all large and extra large sizes,  
only 79c.

**Plaid Gingham.**  
For Gingham dish aprons, of which one always needs a good supply; small and large check,  
only 19c. per yard

**Boys' Heavy Wool Hose.**  
Don't miss this opportunity to buy Boys' Heavy Stockings, heavy ribbed, with plenty of length over the knee,  
only 59c. pair

**Large Glass Jugs.**  
Every family needs a good sized Water Jug. These are sensible shapes, easy to pour from and not easily tipped,  
only 65c. each

**Enamel Saucepans.**  
LIPPED STYLE.  
A leader in value at this time. Firm, durable Enamelware which you may be sure will last a long time; a convenient size, too,  
only 25c.

**Water Pails.**  
These are heavy plate with bright tin finish; they are not heavy to carry . . . only 39c. each

**White Blouses.**  
Youthful and fresh looking garments. Specially priced,  
\$1.35 each

**Nainsook Corset Covers.**  
Well made for wear and service, with pretty shaped yokes of lace and embroidery, ribbon threaded, only . . . . .59c.

**Blouse Flannelettes.**  
Assorted patterns, neat, and they make nice morning blouses or children's dresses; 2½ and 4 yard lengths, only 24c. per yard

**Fancy Percalé Shirt.**  
Work Shirts made of a better quality heavy weight material you will expect at this price,  
only \$1.35 each

**Chair Seats.**  
The price we offer them to you is without equal any place in town . . . . . only 10c. each

**Glass Butter Dishes.**  
In low, broad shapes, which are practical as well as dainty, only . . . . .39c. each

**Store News.**  
Our special offer of 5 lbs of good Granulated Sugar for 39c. (after you have made your purchase) has been a great success.  
W. R. GOOBIE.



**Cake Dishes.**  
This is good value,  
85, 99c. each



**Scissors.**  
You always have a need for this handy article . . . . .45c. each

**Kitchen Wants.**  
Stove Lifters . . . . .20c.  
Can Openers . . . . .10c.  
Clothes Lines . . . . .20c.  
Scrub Brushes . . . . .10c.  
Soap Savers . . . . .20c.  
Potato Mashers . . . . .15c.  
Clothes Brushes . . . . .18c.  
Tea Strainers . . . . .10c.  
Kitchen Mirrors . . . . .25c.

3 vessels increase 1870—276 tons; 128 men.  
H. J. STABB, Broker, H.M.C. 7th March, 1870.

**LIST OF VESSELS FITTED OUT AT HARBOR GRACE 1870.**

Supplied by Panton & Mann—Minnie, Gordon, 151 tons, 68 men; Cyrus, Parsons, 101 tons, 50 men; Glencoe, Jeffers, 141 tons, 60 men; Union, Lindsey, 145 tons, 50 men; Eclipse, Davis, 146 tons, 52 men; Elizabeth and William, Stephenson, 135 tons, 62 men; James Clift, Parsons, 69 tons, 25 men; Louisa, Morgan, 49 tons, 25 men; Confederate, Green, 156 tons, 75 men; Glengarry, Hanrahan, 189 tons, 80 men; (Capt. Hanrahan brought in the heaviest trip of fat ever brought in a sailing vessel). Glengarry—the next spring a few short of 11,000 prime whitecoats); Mountaineer, Smart, 177 tons, 110 men; Vesta, Keefe, 148 tons, 72 men (Capt. Keefe brought in nearly 10,000 seals in Glengarry); Islay, O'Brien, 134 tons, 70 men; Iona, Slocum, 151 tons, 70 men; Dolphin, Farrell, 178 tons, 80 men; Penning, 106 tons, 55 men; Jessie, Geary, 114 tons, 65 men; United Brothers, O'Neill, 136 tons, 65 men; Myrtle, Kehoe, 76 tons, 35 men; Ribal, Keefe, 79 tons, 35 men; John Nicholas, McCarthy, 57 tons, 25 men; Vulcan, Fitzgerald, 59 tons, 25 men; Anastasia, Hennebury, 177 tons, 0 men; Rapid, Franey, 85 tons, 35 men; Brighton, Hennebury, 142 tons, 60 men; Lizale, Butt, 81 tons, 25 men; Atlanta, Munden, 149 tons, 70 men; Escort, Walsh, 135 tons, 62 men; Matilda, Doelling, 110 tons, 60 men; Eastern Packet, Doelling, 89 tons, 45 men; Walrus, Dwyer, 131 tons, 60 men; Ruby, Priddle, 52 tons, 35 men; Selma, Rowell, 88 men; Super, White, 109 tons, 45 men.  
Supplied by Ridley & Sons—Medora, Carnell, 36 tons, 20 men; Sherbrook, Thomey, 74 tons, 30 men; Catherine, Morgan, 44 tons, 20 men; Glide, Pumphrey, 128 tons, 60 men; S.S. Retriever, Pike, 237 tons, 130 men; Isabella Ridley, Thomey, 155 tons, 80 men; Medora, Alcock, 139 tons, 70 men; Union, Pike, 135 tons, 65 men; Pet, Pike, 76 tons, 65 men; Sophia,

Heater, 89 tons, 45 men; Trial, Cleary, 67 tons, 45 men; Native Lass, Doyle, 49 tons, 30 men; Louisa, Davis, 24 tons, 25 men; Elizabeth Jane, Ryan, 131 tons, 65 men; Orient, Joyce, 132 tons, 65 men; True Blue, Joyce, 152 tons, 60 men; Guinare, Vatcher, 84 tons, 40 men; Sweet Home, Soper, 67 tons, 40 men; Margaret, Powell, 75 tons, 40 men; Cabot, Pike, 126 tons, 60 men; Mary Jane, Horwood, 65 tons, 30 men; (the last 6 vessels sailed from Carbonear); the following sailed from Catalina—S.S. Mastiff, Murphy, 245 tons, 140 men; Margaret Ann, Nowlan, 140 tons, 65 men; Florence, Murphy, 130 tons, 65 men; Ruelna, Nowlan, 125 tons, 60 men; Lord Clyde, Hicks, 134 tons, 60 men; Goldfinder, Martin, 73 tons, 25 men; John and Henry, Courage, 60 tons, 25 men; Betsy—43 tons, 23 men; Revenge—31 tons, 20 men; the following sailed from Port de Grave, Mary and Annie, Batten, 60 tons, 35 men; Catherine, Morgan, 44 tons, 25 men; the following sailed from Greenspond, Fanny Smallwood, Carter, 45 tons, 30 men; Queen, Hand, 48 tons, 26 men.  
Supplied by W. J. S. Donnelly—Creole, McCarthy, 140 tons, 70 men; Ticino, Donnelly, 130 tons, 60 men; Hecla, Kiely, 117 tons, 52 men; W. Donnelly, Harkness, 125 tons, 50 men; Rebecca, Moores, 96 tons, 46 men; Alert, Colbert, 86 tons, 32 men; Emigrant, Kiely, 62 tons, 27 men; S. S. Ellen Gibson, Sheppard, 70 tons, 30 men; Topaz, Stapleton, 145 tons, 62 men; Brothers, Costello, 31 tons, 12 men.  
Supplied by Patterson & Foster—Condor, Sullivan, 81 tons, 20 men; Rescue, Dawe, 140 tons, 65 men.  
Supplied by Daniel Green—Susan, Green, 138 tons, 60 men.  
SAILED FROM BAY Roberts.  
Supplied by W. J. S. Donnelly—Mary Ann, Batten, 65 tons, 25 men; Duddanna, Mercer, 71 tons, 25 men.  
By Baine Johnston & Co.—R.S.C. Delaney, 131 tons, 56 men; Eclipse, Delaney, 149 tons, 65 men.  
By S. Parsons—Naomi, Parsons, 125 tons, 64 men.  
By W. S. Green—George, Delaney, 137 tons, 64 men; Sneezor, Dawe, 127 tons, 65 men; Jane White, Brown, 118 tons, 45 men.

By Robert Dawe—Rolling Wave, Dawe, 152 tons, 52 men; Huntsman, Dawe, 120 tons, 58 men.  
By W. & L. Bartlett—Louisa, Clarke, 157 tons, 60 men; Brothers, Mosiell, 120 tons, 58 men.  
By Ludlow—S. Monticello, Bartlett, 525 tons, 170 men.

**CLEARED FROM BRIGUS 1870.**

S.S. Panther, Abram Bartlett, 233 tons, 109 men; Bloodhound (Baine Johnston & Co.), John Bartlett, 158 tons, 96 men; Balclutha, William Wilson, 132 tons, 56 men; Pearl, Thos. Wilcox, 132 tons, 56 men; Spy, James Burke, 112 tons, 50 men; Topaz, Wm. Norman, 171 tons, 55 men; William, Stephen Whelan, 133 tons, 58 men; Deerhound, John Bartlett, sr., 101 tons, 45 men; Maxim, Moses Clarke, 142 tons, 54 men; Herald, Jos. Bartlett, 128 tons, 54 men; Sultana, Isaac Clarke, 104 tons, 50 men; Hunter, Nath. Rabbitts, 114 tons, 49 men; Havelock, Thos. St. John, 119 tons, 55 men; Melona, Job Harvey, 116 tons, 55 men; Zepho, Israel Roberts, 60 tons, 19 men; Susan, Alfred Smith, 134 tons, 57 men; Garland, George Smith, 130 tons, 58 men; John Bull, Matt Byrne, 130 tons, 60 men; Western Packet, James Flaherty, 41 tons, 47 men.

**CLEARED AT TRINITY 1870.**

Supplied by W. Griev & Co.—S.S. Wolf, Diamond, 210 tons, 108 men; Dart, Morris, 145 tons, 62 men; Gem, Ash, 130 tons, men; Unicorn, Brown, 67 tons, 22 men; Hound, Rex, 45 tons, 16 men; Young Prince, Dougherty, 63 tons, 14 men; Annie, Fowlow, 52 tons, 17 men; Emma, Freeman, 52 tons, 18 men; Abeona, Butler, 57 tons, 16 men.  
By Baine Johnston & Co.—Othello, Coleman, 47 tons, 17 men; Dart, Howe, 45 tons, 12 men.  
By P. Rogerson & Son—Ebenezer, Balson, 59 tons, 31 men.  
By E. Duder—Flora, Morris, 57 tons, 21 men.

I am sorry I have not the full list of the vessels that sailed from Poca's Island; but I can name the Barbara, Job Kean; Peerless, Wm. Kean, a brother of Capt. A. Kean; Hannah & Bennie, Benjamin Kean; Stella, Wm. Kne; Oles, Sam Winsor, grandtaster

of Capt. Wm. Winsor of the S.S. THE COMMODORE OF THE YEAR 1870 was the first steamer Capt. Abram Kean tried the life of a square-rigger, and in a few years he became master of steamers, meeting with phenomenal success, which continued with few interruptions, until the year 1870. No man can successfully contradict the statement that Capt. Kean climbed to the highest rung of the ladder, and has brought in more money than any man in the history of the sealfishery. The proof all this, and further will give the genial captain full credit for his energy, perseverance and prudence, as well as for his business because, as fast as he made his money at the sealfishery or codfishery, he invested it in the general trade of the country; and in the means of payment to our people, by enabling them to earn a living in their own land, such enterprise should be commended by the whole of us, and it goes to the credit of the man who has so long and so successfully been training in business in his own country, that although he had no special training in business in his own country, he must undoubtedly be possessing very great natural ability to earn a living in commercial life, and to hold a position he holds today, long may success follow him, and sincerely wish that the coming year should be as good as the past, and that although he had no special training in business in his own country, he must undoubtedly be possessing very great natural ability to earn a 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